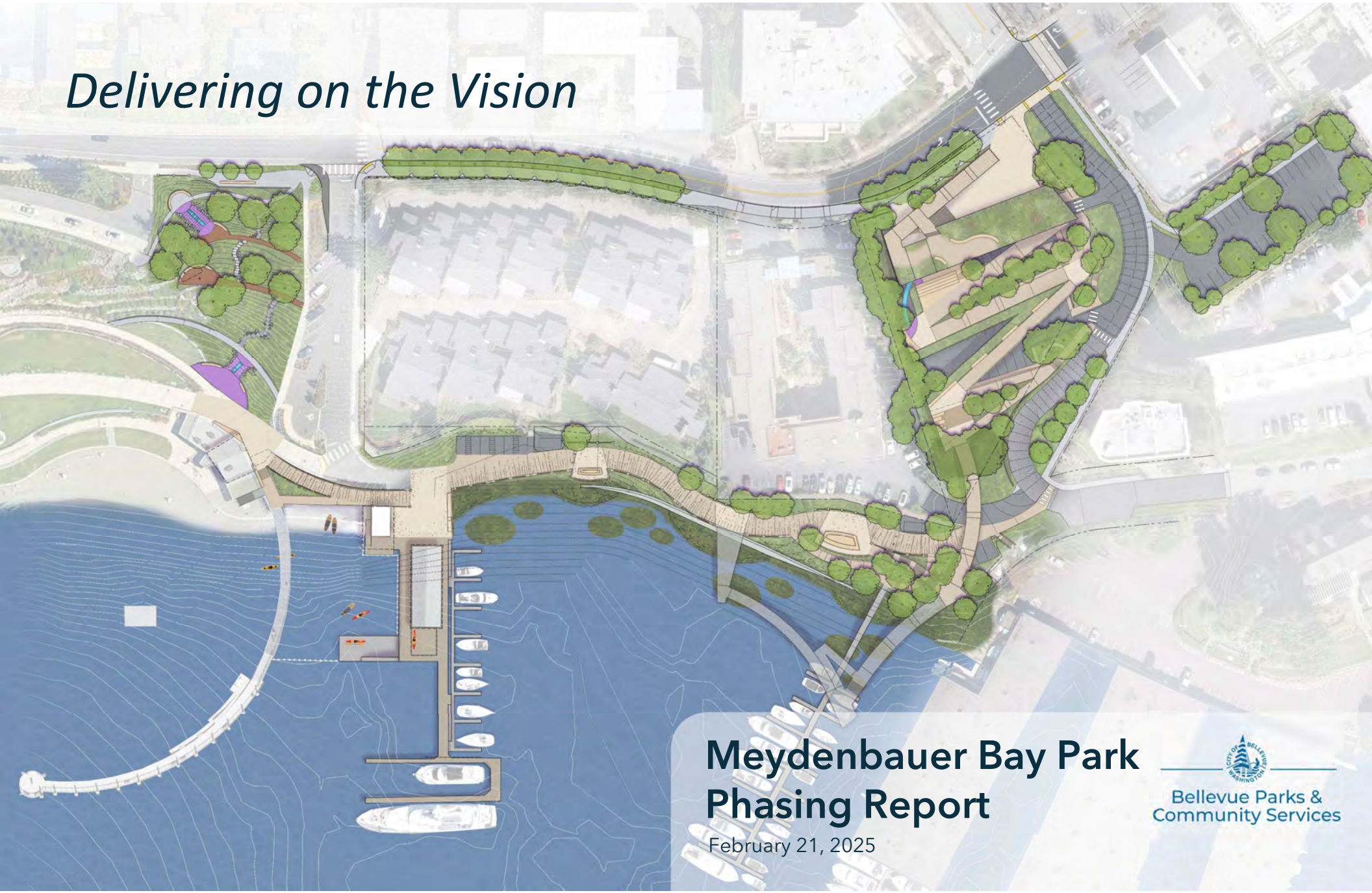
Delivering on the Vision



Meydenbauer Bay Park Phasing Report

February 21, 2025

Bellevue Parks & Community Services

The vision for this Meydenbauer Bay Park Phasing Report is to deliver the promise of a premier waterfront park, seamlessly integrated into the city of Bellevue physically and culturally as the west anchor of the Grand Connection. This plan adheres to and builds on the Meydenbauer Bay Park and Land Use Plan (2010) while furthering its design to embrace the physical, social and regulatory changes since that plan was authored. The design and vision herein provides a contemporary blueprint for connecting the Meydenbauer Bay waterfront to Downtown Park to create a signature park and waterfront destination.

This effort is led by Bellevue Parks & Community Services, with collaboration from Bellevue Transportation, Utilities, and Community Development, and guidance by Bellevue City Council and the Parks & Community Services Board.

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STOP


VISITOR
MOORAGE


TELEPHONE

1: Furthering the Vision

The vision for Meydenbauer Bay Park is that of a world-class waterfront park that serves a growing Bellevue and its' densifying and vibrant downtown as a civic destination and community treasure. The park is simultaneously:

- **A place of escape from the active city to pause and experience the calm of nature, landscape, and ecology while enjoying the open views of Lake Washington, sky, and sunsets!**
- **A destination for friends and families to meet, gather, socialize, exercise, celebrate, and strengthen culture and community.**

A Park for ALL of Bellevue

Meydenbauer Bay Park is part of a citywide system of parks providing differing scales, activities, amenities and experiences. The unique opportunity of Meydenbauer is its shoreline location and waterfront access near Bellevue's thriving and vibrant urban core. Meydenbauer is intended to be a park for the whole city, a destination for residents and visitors alike to access the Lake Washington waterfront. The design prioritizes waterfront use for all, including enhanced shoreline, improved public dock access, enhanced human experience and newly opened views of the open water of Meydenbauer Bay and Lake Washington, with the Olympics and horizon beyond.

The park consists of a series of distinct spaces including the completed Phase 1 and the opportunity for future phases (Phase 2 and more), yet the experience of the park is seamless and unified, intuitively drawing people to and through the entire park even as they pass through the different activities and character zones. Much of the future park experience is shaped around connection and journey, extending the park's existing promenade along the length of its waterfront and connecting the water's edge to the city's historic and vibrant Main Street. The completion of forthcoming phases will enhance the functionality and experience of the already completed Phase 1 by adding new elements to diversify park experiences and improve park function and ecology.

A Tool: The Purpose of this Project

This Phasing Report continues the work of the 2010 Meydenbauer Bay Park and Land Use Plan (the Master Plan), builds off the success of the existing implemented Phase 1 park, and continues the Grand Connection vision of connecting Meydenbauer Bay Park to Wilburton's Eastrail Corridor with a rich pedestrian-oriented experience through downtown Bellevue. The opportunity of the continued park expansion is to create enhanced connection between downtown, the waterfront, and the Phase 1 park.

This report furthers the details and specifics of the design developed in the Master Plan to determine how the remainder of the vision can be implemented and phased through the lens of today's physical realities, zoning and regulations, and community voices. The result is a refined design following the original vision that is prioritized, costed, and phased.

The detail in this report provides information to guide phasing over many years. To this end, this report provides the following:

- **Key determinations shaping design development**
- **Design goals**
- **Next steps**
- **Proposed phasing**

Park Experience

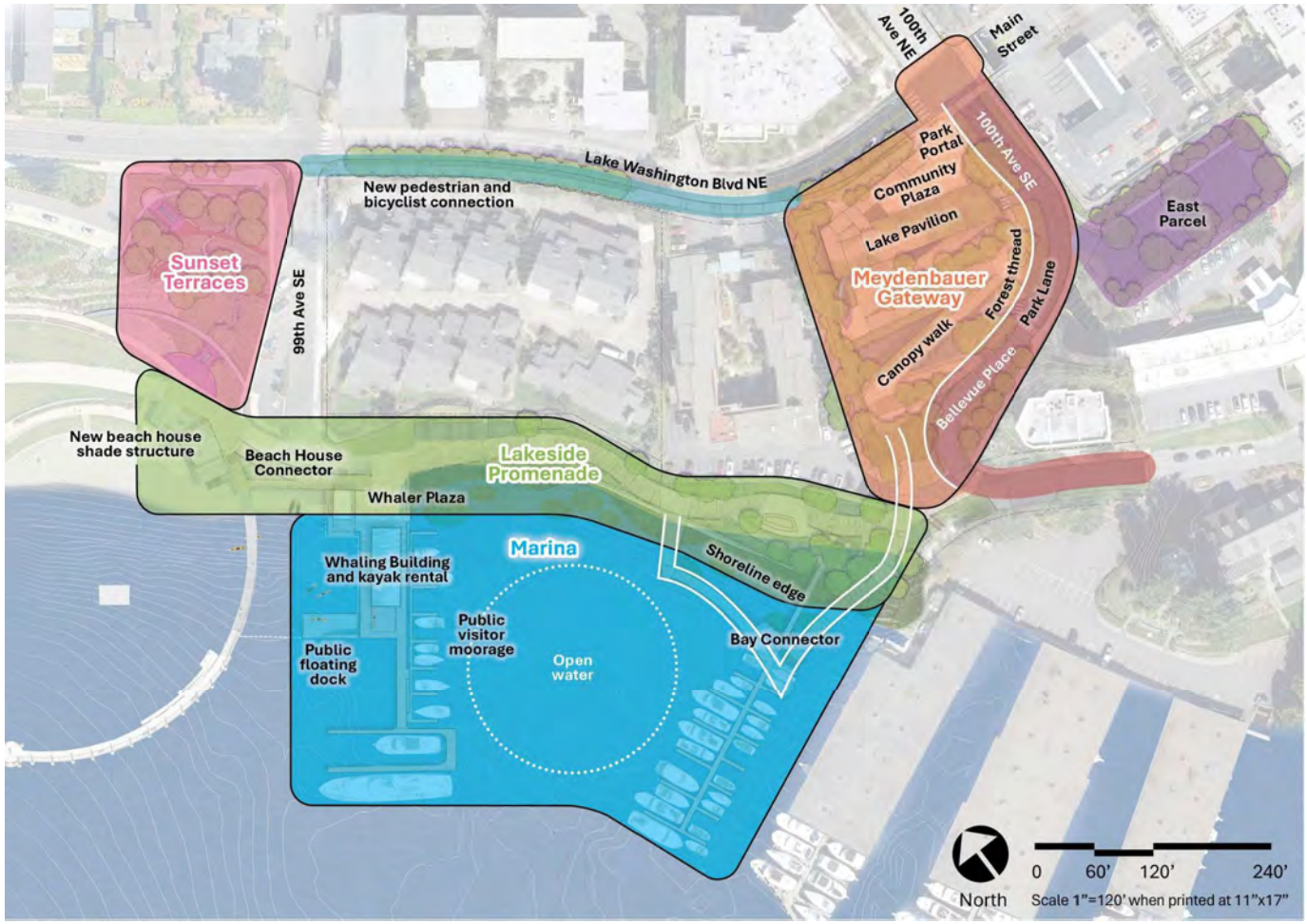
The design is driven by creating powerful and memorable human experiences for those who visit the park. Experiences are provided at a range of scales, from “I want to go there!” features seen from afar that draw visitors into the park, to smaller scale, tactile elements that are discovered while exploring the park, perhaps over several visits. The design intuitively draws people to and through the entire park.

Meydenbauer Gateway is a magnetic and iconic *portal* to the park, drawing visitors in from Main Street and the Grand Connection to the architectural icon of the *Lake Pavilion* and onward into the park. The *forest thread* pulls native northwest vegetation and character from the shoreline to the corner of Main Street, incorporating secondary pathways and a *Park Lane* as a slow speed street to the park. The *canopy walk* provides a universally accessible journey winding through trees and over a new parking area, with playful elements and seating eddies for pause and gatherings. The *Bay Connector* continues the universally accessible journey to the water’s edge as a signature park experience highlighting westward views to the mouth of the bay, lake, and beyond.

The Lakeside Promenade continues and strengthens the Phase 1 park promenade along the shoreline, adding new amenities, including seating, lighting, and gathering perches.

The Marina is reshaped with an ecological *shoreline edge* immersing visitors in a thriving ecology. The open bay is now seen and experienced from the shoreline, providing visual access to *open water* and enhancing ecology. The historic *Whaling Building* and its pier are preserved with a public focus, enhancing water access for human-powered craft and public visitor moorage. The *Beach House Connector* reworks a new universally accessible stretch of the promenade, unifying Phase 1 to the restored shoreline with a wide and intuitive pedestrian connection.

The Sunset Terraces stretch from the promenade up to Lake Washington Blvd NE as a series of trails, steps, terraces, play spots, and slides. A *new pedestrian connection* along Lake Washington Blvd NE connects back to Main Street.



Enhanced Ecology

Integral to Meydenbauer Bay Park is the experience of enhanced ecology, allowing humans and habitat to thrive together in Bellevue.

The native vegetation of the *forest thread* provides tree canopy for birds and insects while its understory doubles as a stormwater garden, treating and slowing runoff from both park and Park Lane surfaces.

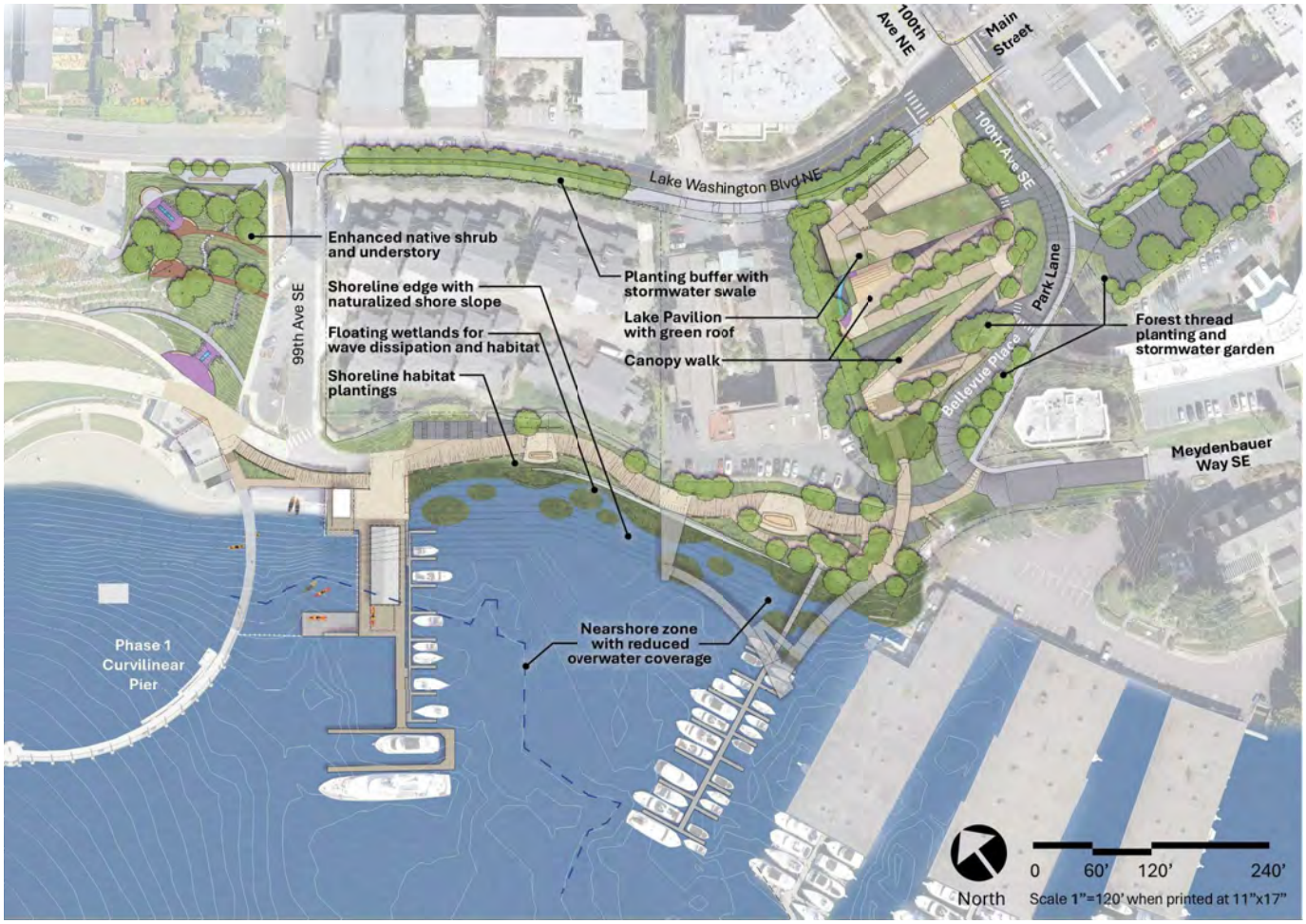
The *Lake Pavilion* green roof provides habitat, even as it provides visual interest, insulation, and stormwater management.

The *canopy walk* immerses visitors in conifers and the leafy branches of deciduous trees, while providing habitat for birds, insects, and other creatures.

The *shoreline edge* of Lake Washington maximizes ecological function in the nearshore zone, the most habitat-critical area in the lake, by replacing the existing hard bulkhead with gently sloping shoreline and native plants. Eliminating boathouse roofs and reducing dock area reduces over-water coverage and shade, which enhances habitat for fish.

Floating wetlands buffer the shoreline from the Marina and wave activity, while also improving water quality and creating habitat for waterfowl and fish.

Enhanced native shrub and understory work with natural grade to create areas of pause and connection.



Park Functionality

To ensure that the park remains a pleasant place to be, maintenance and safety are integrated into the design.

Maintenance considerations include incorporating *dumpster* locations for the marina and park, as well as *bollards* at pedestrian spaces to limit vehicles while maintaining key maintenance and emergency access points to the new and existing park and utilities.

Safety for all park users is integrated throughout. *New and enhanced pedestrian connections* create access to everything in the park, with multiple connections where possible. This includes creating connections for wheeled users wherever possible as well as shorter routes with stairs. These spaces are to be well lit, with an emphasis on views.

A *park staff station* is potentially situated near more active public parts of the park close to the marina public use area, the Whaler Plaza, and at a natural narrowing of the promenade. This station could support park operations and visitor experience.

Marina design creates intuitive boating buffers between motorized and nonmotorized boating uses and between visitor moorage and monthly moorage for safer marina use.

Pedestrian-centric spaces are created, such as seen at the *Lakeside Promenade*. Pedestrians and vehicles are separated as much as possible by bollards and by reworking the connections into the existing park, such as from the *Whaler Plaza*.

Traffic is slowed and pedestrians are prioritized within the right-of-way. The reconfiguration and regrading of 100th Ave SE and Bellevue Place encourages slower vehicle speeds to increase *pedestrian safety* while still providing critical access to all surrounding parcels.

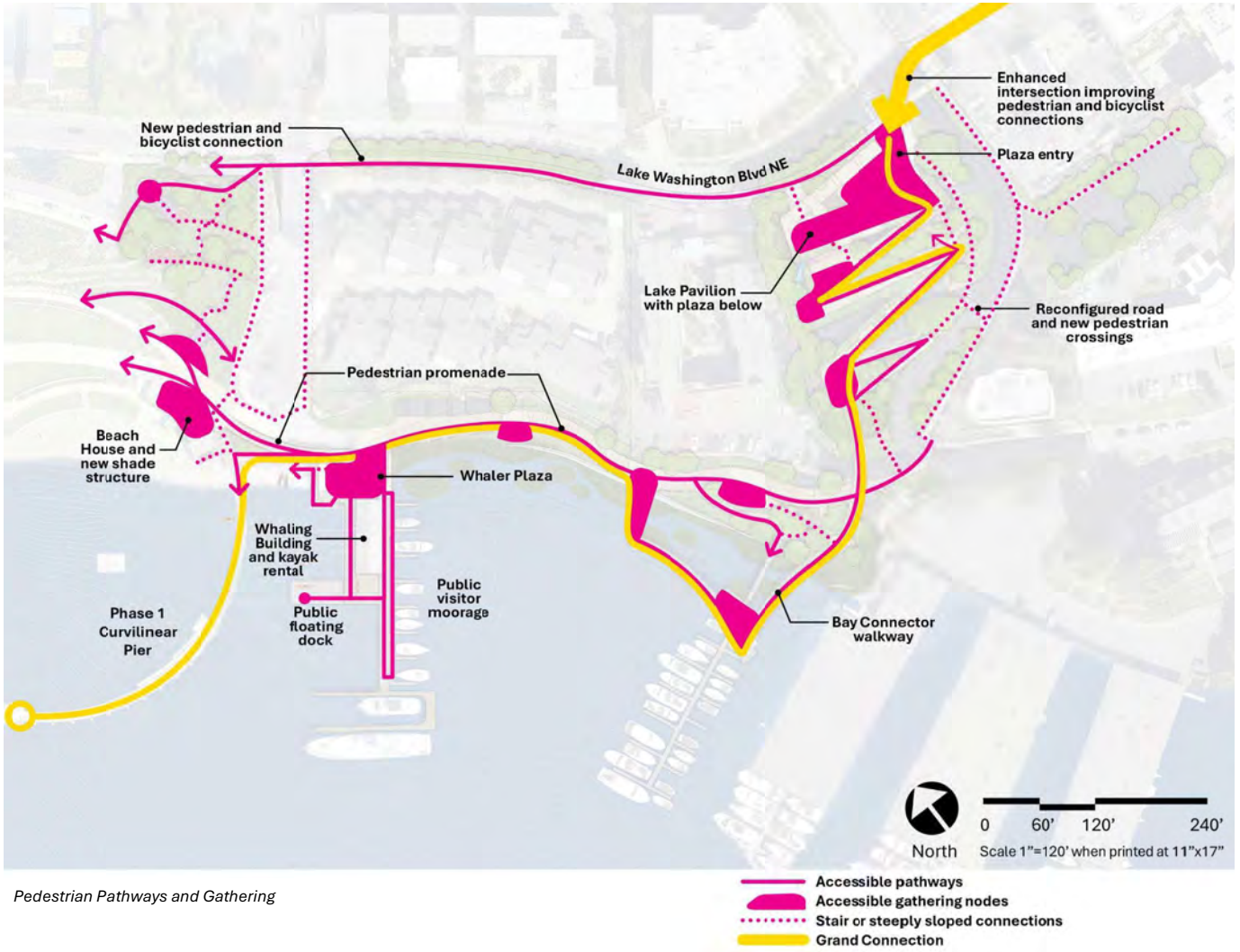
Park Access and Arrival

Today people arrive by car, on foot, and by wheel. As with every great park in a densifying urban area, a growing number of people will arrive on foot, bicycle, and by public transportation. A hallmark of great urban parks is their integration into the city, welcoming increasing numbers of visitors without cars.

The city's Grand Connection work and this effort's 2023/2024 community engagement support the vision for future "human-powered" access. In 2023/2024 engagement, the community identified safe pedestrian and bicyclist connections within the park and to the city as a high priority. Parking was a contentious issue, with opinion split between deprioritizing investments in parking infrastructure and prioritizing increased parking; to this end, parking was carefully studied to understand current use patterns and future need. The goal is to ensure an intuitive, gracious arrival experience for all as visitors find their way into the park and down to the water's edge.

Pedestrian Access, Arrival, and Circulation

Pedestrian circulation is at the heart of the Meydenbauer Bay Park design, with a hierarchy of circulation interwoven throughout. Intuitive pedestrian connections are created to and throughout the park, providing multiple routes and loops within the park. Universal access is a central tenet of the honed design, unifying access and experience for all without the need for mechanical elements (elevators or escalators) even as some stairs and steep walkways remain in the design to accommodate site realities. A fundamental design goal for the park is to provide a universal route that draws visitors from Main Street, down to the water's edge, and out to the floating pier on Meydenbauer Bay, seamlessly incorporating the Grand Connection route into and through the park.



Pedestrian Pathways and Gathering

Park Access and Arrival

Vehicular Access, Arrival, and Circulation

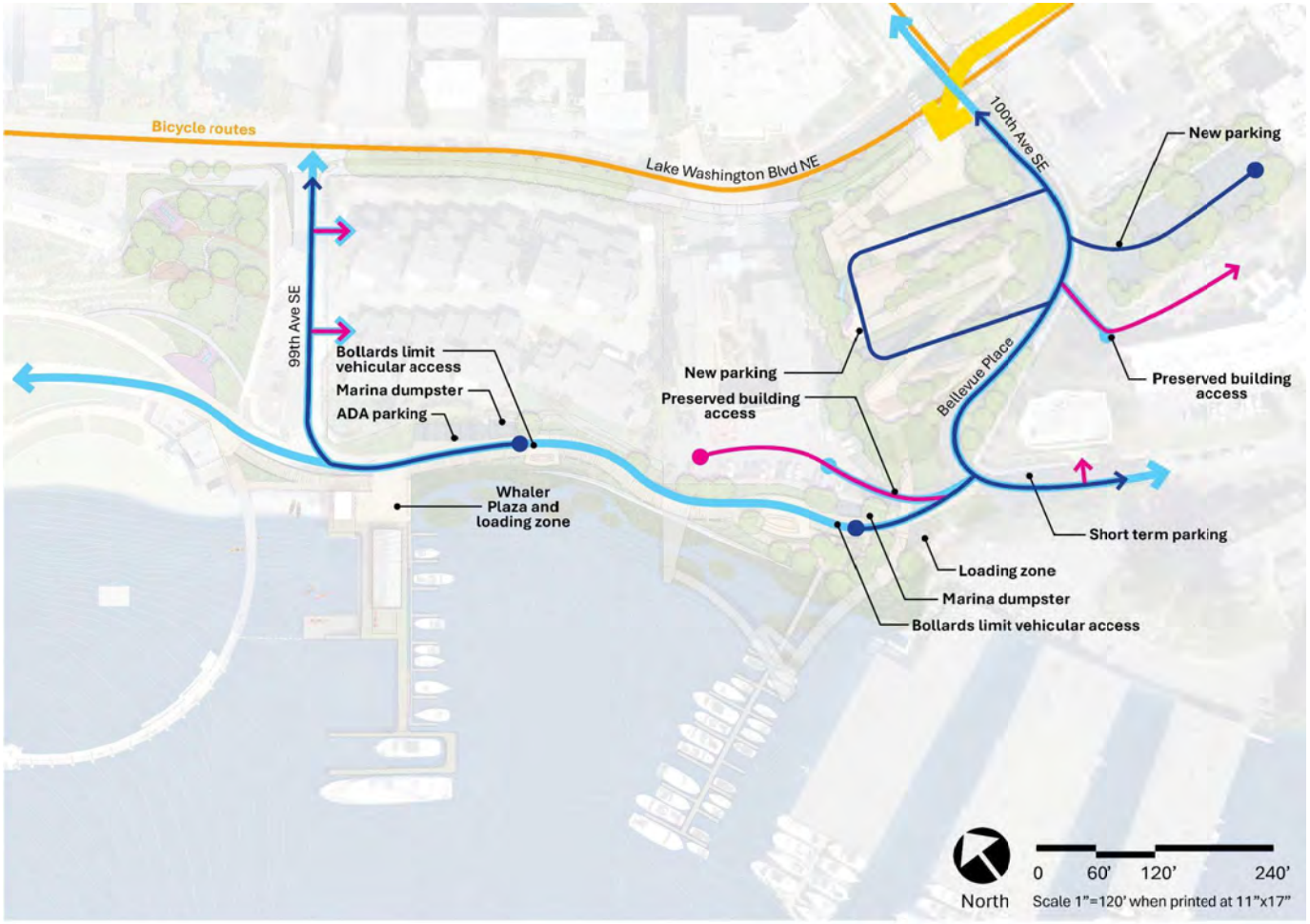
Even as Meydenbauer Bay Park becomes more accessible to pedestrians through the Grand Connection and other streetscapes, this destination park will continue to welcome many visitors arriving by car.

The park is designed to make arrival by car intuitive and easy by concentrating arrival points and parking in two distinct areas (the new Meydenbauer Gateway/East Parcel parking accessed off 100th Ave SE, and existing Ravine parking) and de-emphasizing areas of limited parking (existing Lake Washington Blvd NE, existing 99th Ave SE, and new shoreline parking). This reduces unnecessary vehicular circulation and enhances pedestrian safety around and in the park as people look for parking (refer to Sitewide Considerations: Parking for more information).

In addition to planning for park visitors, the design of vehicular routes continues to provide access to existing features and private properties and maintain emergency access to serve the park and adjacent properties.

Some vehicular circulation items have been instrumental in shaping design:

- Emergency access, shown in light blue, is critical for the park and surrounding properties (refer to Park Lane and Lakeside Promenade for more information).
- Preserving building access to surrounding neighbors, shown by the pink arrows.
- Intuitive vehicular access to parking and circulation to and from the park, indicated by the dark blue lines (see Sitewide Considerations for more information).
- Enhanced pedestrian safety and car/pedestrian separation.



Vehicular Access and Circulation

2: Building on a Strong Foundation: Guides of this Project

The guides for this project are the 2010 Meydenbauer Bay Park and Land Use Plan, current physical and permitting realities, and updated contemporary community priorities.

Park and Land Use Plan Principles

The Master Plan provides two lists of principles to incorporate. The Planning Principles, approved by the City Council, guide development of the park design. The Implementation Principles list points that future phases (such as this project) shall further explore and address. Phasing Report considerations are noted in green.

2010 Planning Principles

The Master Plan includes Planning Principles to provide guidance as the plan is implemented over time. These principles are as follow. Expanded definitions are available in the 2010 document.

1. Remarkable and Memorable Shoreline Experience
2. Spectrum of Activities
3. Complementary Land Uses
4. Increased Physical and Visual Access
5. Pedestrian Priority
6. Economic Vitality
7. Superior Design
8. Environmental Stewardship
9. History
10. Neighborhood Enhancement and Protection
11. Coordinated Planning Process

    This principle partially speaks to coordination between the park and land use portions of the Master Plan. The land use plan was never implemented, which has impacted the possibilities for park build out.
12. Commitment to Implement

Meydenbauer Bay, circa 1920. Bellevue Place can be seen in the middle of the image coming down to the shore; to the right is the Whaling Building, parts of today's Pier 1, and various outbuildings. Photo courtesy of Eastside Heritage Center and University of Washington, Special Collections.

2010 Implementation Principles and Phasing Report Evolution

The Master Plan also provides Implementation Principles to guide solutions for competing interests and neighborhood concerns; expanded definitions are available in the 2010 document. These principles create guardrails that guide this Phasing Report.

1. 100th Ave SE will have a pedestrian orientation and serve as a gateway to the park. 100th Ave SE shall remain open to traffic unless seven criteria are met (see Master Plan for more information).

   In this Phasing Report, 100th Ave SE remains open, as the seven criteria cannot be met at this time or in the foreseeable future. This is driven by a variety of factors, including the fact that the land use portion of the Master Plan was not implemented, so redevelopment has not been incentivized. 100th Ave SE is instead transformed to a pedestrian-priority, park and neighborhood focused street (see discussion on Park Lane: 100th Ave SE/Bellevue Place for more information).
2. The park shall be developed in phases as approved by the City Council and as funding is available.

   This Phasing Report proposes a roadmap for build-out of unbuilt park elements. Council has approved a budget for the next phase of construction; subsequent phases will require Council budget approval.
3. The Master Plan proposal for an activity building creates concerns surrounding size, use, parking, and noise impacts on the neighborhood.

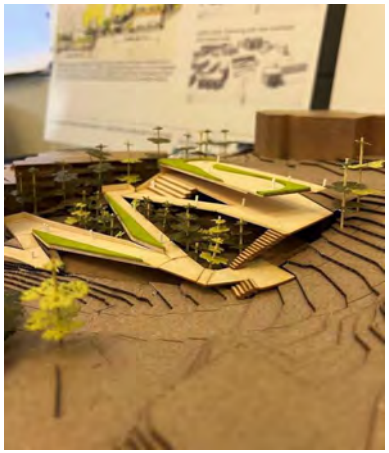
   The 2023/2024 community survey deprioritized the need for an activity building as represented in the Master Plan. In response, this Phasing Report consolidates parking and weather-protected space on the Meydenbauer Gateway site, adjacent to Main Street businesses and higher density development. This phasing does not prevent adding an activity building if the need or opportunity arises.
4. The design of the Gateway area shall be respectful to both view corridors and privacy of the surrounding properties.

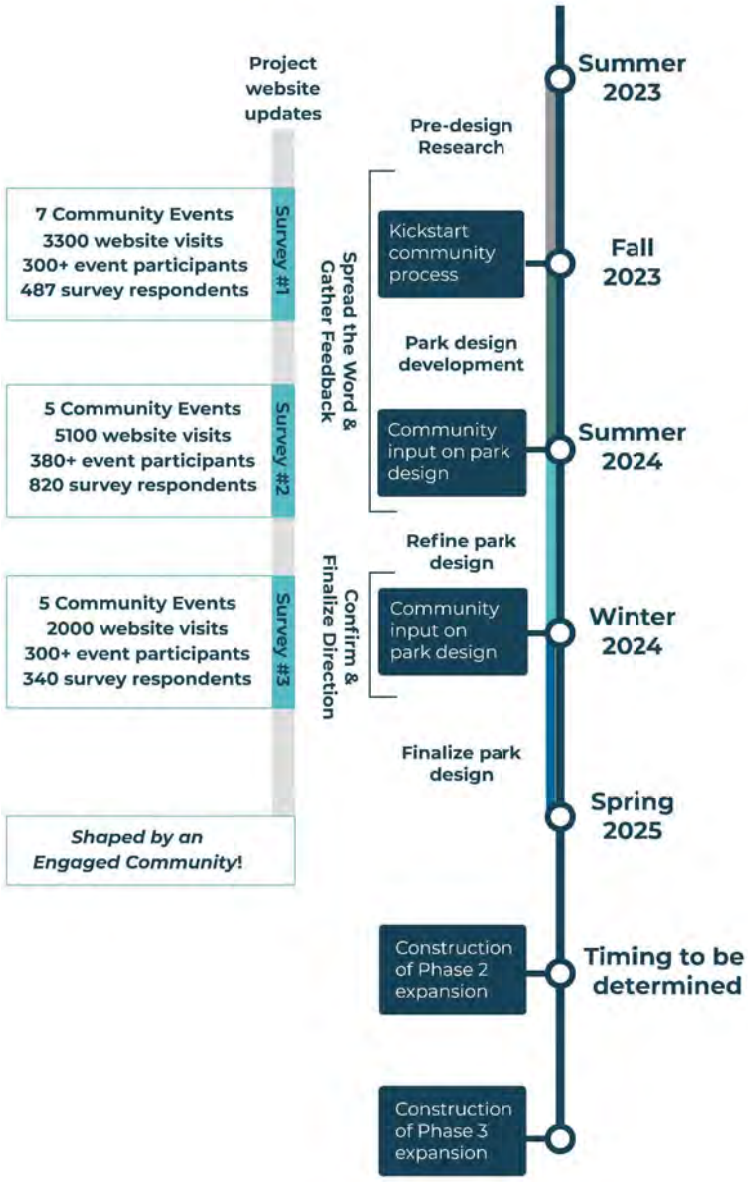
   The Phasing Report process included 3-D modeling to understand privacy and impacts and will continue to study this during construction documentation and implementation. The honed design redirects park features and views away from residents and toward the open water of the bay, preserves and maintains existing vegetative buffers, and integrates screening as design features to protect privacy while creating a wonderful and memorable park experience.
5. Evaluate additional options for the design of the marina and associated parking that retain more leased moorage slips while still providing public access, shoreline restoration, visitor moorage, boating safety, and financial viability.

   The Phasing Report proposed marina balances the Master Plan goals of maximizing rentable slips while increasing open water and ecological benefit, shaped by the realities of current in-water regulations and best practices of environmental stewardship. The Master Plan provided 38-48 rentable slips; the Phasing Report provides 31 rentable slips (see discussion on the Marina for more information).
6. Re-engage with the neighborhood and community at each phase of build out.

Community Engagement

Over a decade has passed since the Master Plan, during which time the City of Bellevue has evolved. To confirm planning priorities and understand any new community priorities, a robust engagement strategy was implemented. To this end, a project website was created and updated throughout the process; three surveys confirmed community needs and priorities, gathering feedback on areas of the park to refine the design; 17 community events were attended; outreach included eight languages; and the Parks & Community Services Board was updated on the process three times. The goal of the engagement was to confirm that the phasing and design met the needs of the whole community, immediate neighbors, and future residents.





Outreach Round 1: Confirm community needs and priorities

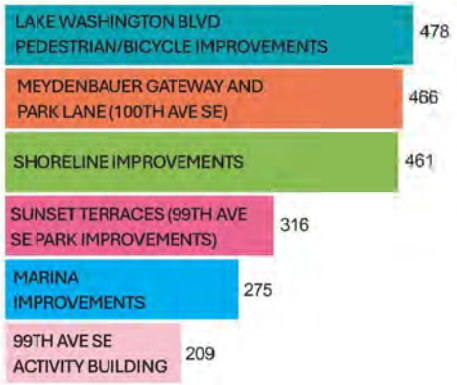
In the first round of engagement, focused on confirming community needs and priorities, it was found that the 2010 principles still largely resonate, with some added detail on needs. 2023/2024 community priorities are summarized as follows:

- Improve safe, intuitive connections to and from the park
- Create more accessible routes to and in the park
- Prioritize nature, shade, and climate change resilience
- Make parking easier to find
- Provide a variety of amenities
- Enhance water access
- Emphasize views

Outreach Round 2: Present research informing design and options. Collect feedback and prioritization.

Furthering the Master Plan and guided by round 1 input, a phasing plan and design was developed and presented in-person and online. Design feedback and prioritization of needs was collected. The public was asked to prioritize the areas of the park to help guide design and phasing. Notably, an activity building and marina monthly moorage slips were ranked as the least important aspects of the project. Areas of the park were ranked as follows (the number of people ranking each as their first or second priority is labeled adjacent):

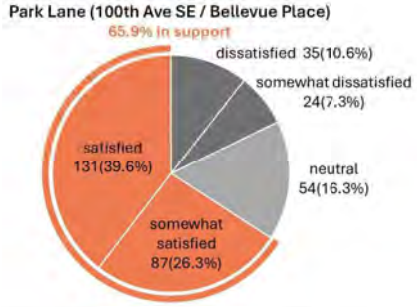
Areas of the Site Ranked by Community Priority

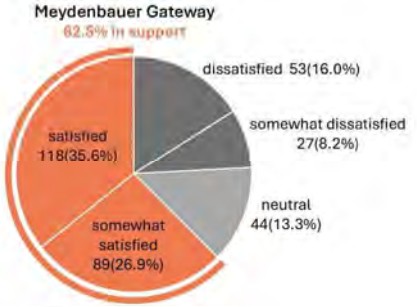


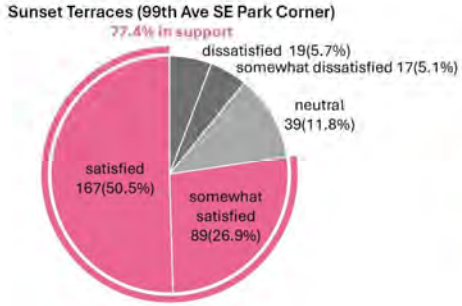
The high community priority of Lake Washington Blvd pedestrian improvements is under discussion with Bellevue Transportation, who will likely lead design and implementation. Design options are very limited and were not asked about during Outreach Round 3 (for more information refer to Areas of the Park and Phasing). The 99th Ave SE Activity Building was deprioritized in planning; this deprioritization was confirmed during Outreach Round 3 (also see Areas of the Park).

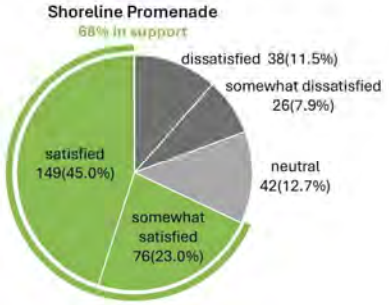
Outreach Round 3: Present final design proposals and assess level of satisfaction

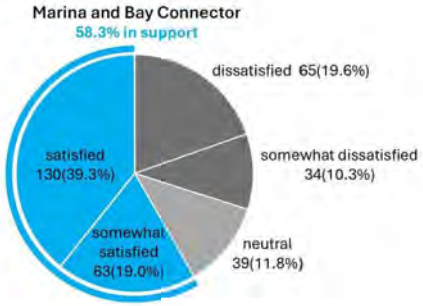
The phasing plan and design was honed based on round 2 input and presented online. This final round of engagement asked the public for their level of satisfaction with each area of the park to assess if the designs were meeting their needs and if they should move forward. Each area of the park received majority support, indicating community needs are being met and designs can move forward into phased construction. The most contentious area was the marina and bay connector, receiving 58.3% support; for all other areas a supermajority (60% or more) indicated support.











A Catalyst for Civic Priorities

Grand Connection

In the years since the development of the Master Plan, the city has created the vision of the Grand Connection. This unifying, active transportation corridor through downtown connects Wilburton's Eastrail corridor, downtown, Downtown Park, and Old Bellevue, with the western terminus at Meydenbauer Bay Park. Major art opportunities, such as the art elements at the northeast corner of Downtown Park, are identified particularly at critical turning points. The park portal at Main Street is one of the identified major art opportunities. This Meydenbauer Bay expansion continues the work of the Grand Connection vision, creating enhanced non-motorized connection between Old Bellevue, the waterfront, and the Phase 1 Park.

Physical and Regulatory Realities

2010 Land Use Plan

The land use portion of the Master Plan was not implemented. The plan was envisioned to rezone and incentivize redevelopment of parcels to the east of 100th Ave SE. If redevelopment had occurred in the surrounding parcels as suggested by the Master Plan, life-safety needs for the area would have changed, and 100th Ave SE may have been able to close to traffic. As configured in 2025, life-safety access to 10022 Meydenbauer Way SE requires south-bound emergency access and 20' minimum roadway width for the entirety of 100th Ave SE and Bellevue Place.

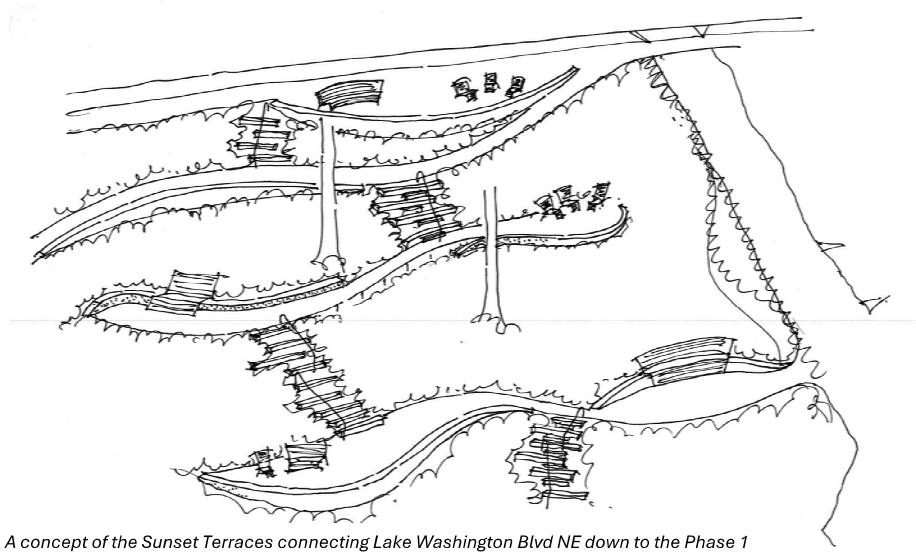
Shoreline Regulations, Best Practices, and Marina Design

Aspects of the Master Plan's marina proposal would either not be possible to permit under current regulations or would require significant and costly off-site mitigation that would be an unrealistic budgetary and coordination hardship for the project. Regulations include the DNR Line of Navigability and permitting requirements within the Nearshore Line (refer to Marina discussion for more information).

Surrounding Uses, Conditions, and Considerations

The Phase 1 Park and project expansion area is surrounded by a mix of uses. To the west are single-family residences. To the north and east are condominiums and apartments. To the south is the lake and city-owned marina; across the bay are single-family residences. The shoreline neighbor to the east is the Meydenbauer Yacht Club.

The project aims to provide a community park for all, while being respectful to the surrounding neighbors. Considerations include noise levels, traffic impacts to the neighborhood and surrounding area, light levels, wave mitigation, safety for neighboring lake-based programs, privacy for surrounding residences, and preserving views from surrounding residences.



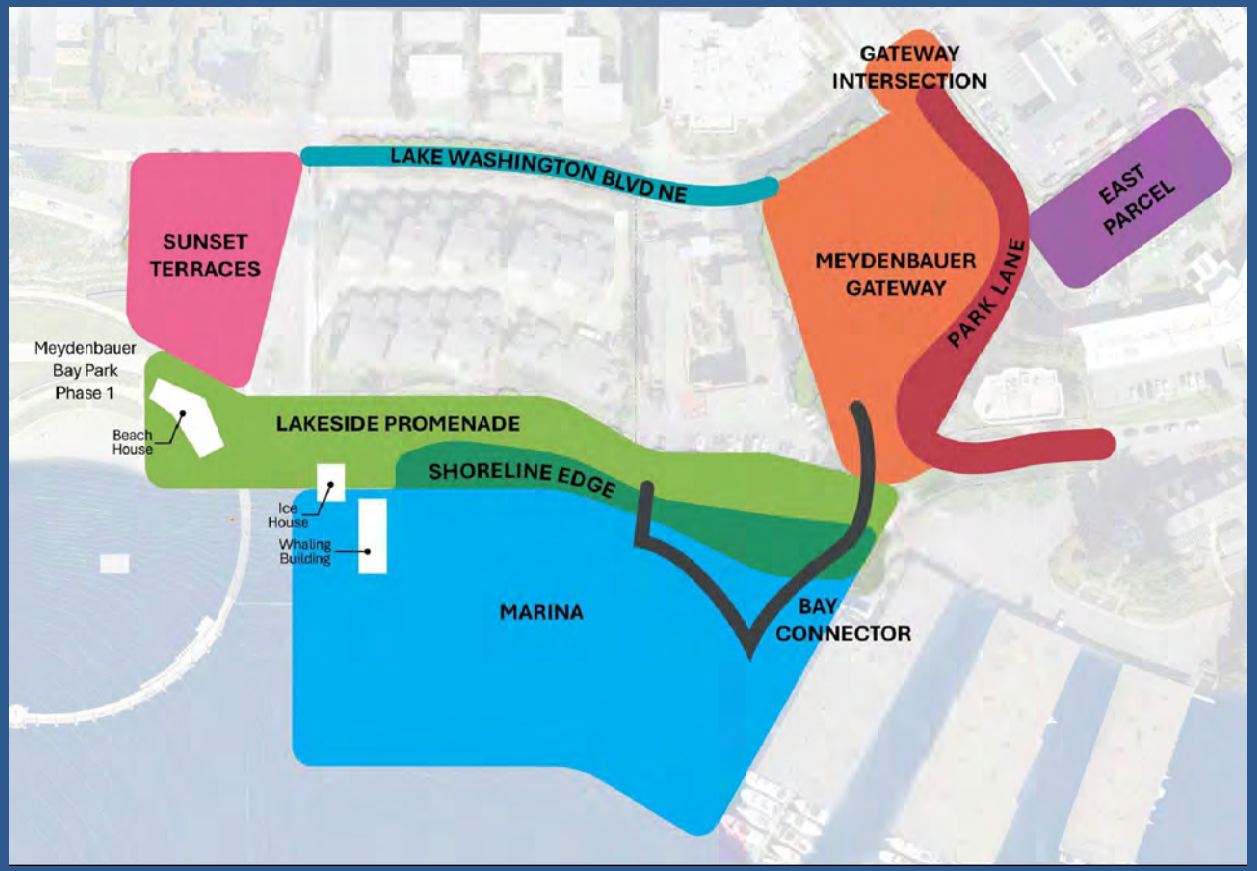
A concept of the Sunset Terraces connecting Lake Washington Blvd NE down to the Phase 1 promenade along the sloping 99th Ave SE. This design completes the unfinished landscape with paths, terraces, amenities, and new plantings woven into the existing slope.

The canopy walk at Meydenbauer Gateway envelops visitors in vegetation while focusing views to the open water of the bay, Seattle, and beyond.


BOATHOUSE

3: Areas of the Park

There are ten areas of focus for the park expansion beyond Phase 1, explored in depth in the following pages. These areas are largely defined by program, but are inherently also shaped by parcel lines, permitting realities, and implementation strategy. Each area provides a unique experiential piece to the park; many can be implemented alone or combined. Together they create a holistic park experience!



Meydenbauer Gateway

Meydenbauer Gateway is a kite-shaped parcel located at the southwest corner of Main Street and 100th Avenue SE. This site is a critical turning point of the Grand Connection, connecting the city to the bay and drawing the bay up to the city. Designed to provide sweeping vistas, informal community gathering spaces and intuitive, magnetic, and universally accessible experiences, the Meydenbauer Gateway integrates built park features and ecology to connect the park's newly enhanced shoreline and promenade to Main Street.

The Meydenbauer Gateway is shaped by four primary components:
the **park portal**, the **forest thread**, **parking**, and the **canopy walk**.

The **park portal**:

The park experience starts before arriving at the park. Seen from afar, pedestrians are drawn westward along Main Street by the open views of sky and bay, and the magnetic beacon that is the *Lake Pavilion*, an architectural icon that is welcoming in the day and a glowing lantern at night. The intersection of Main Street, Lake Washington Blvd NE, and 100th Ave SE is part of the arrival sequence to the park, using paving to indicate arrival to a civic space that intuitively flows into the park.

The Lake Pavilion is the major art icon identified by the Grand Connection vision, providing a combination of open pavilion, terrace, and covered and enclosed building spaces that provide shade and protection during inclement weather. Its shape creates the *community plaza*, a gathering space that complements the vibrancy of Old Bellevue and Main Street. The plaza may integrate a small interactive water feature to further activate the space. When the water feature is not in use, the entire plaza is available for gathering and events.

The pavilion's architecture both highlights and screens views, framing vistas from the plaza toward the lake and drawing visitors up to a rooftop terrace with views of the lake, Seattle skyline, and Olympic Mountains. The terrace wraps vegetation around and onto the pavilion, with a size that limits occupancy and screen views away from homes and apartments.

The pavilion building's interior space, approximately 4,000-8,000 square feet, will support community functions and potentially commerce, and might include movable vendor kiosks, public restrooms, and informal gathering space. This is not intended to be an activity building, as the Master Plan provided at 99th Ave SE, but instead the weather-protected space the Master Plan suggested at this site.

Interwoven with the forest thread of Northwest planting and preserved trees, the park portal, Lake Pavilion, view terrace and community plaza draw park users westward down Main Street.

One of the amazing opportunities of this site is to embrace and leverage existing views glimpsed while approaching the site along Main Street.

The Lake Pavilion and terrace will allow views over adjacent buildings to the bay and beyond.

The **forest thread**:

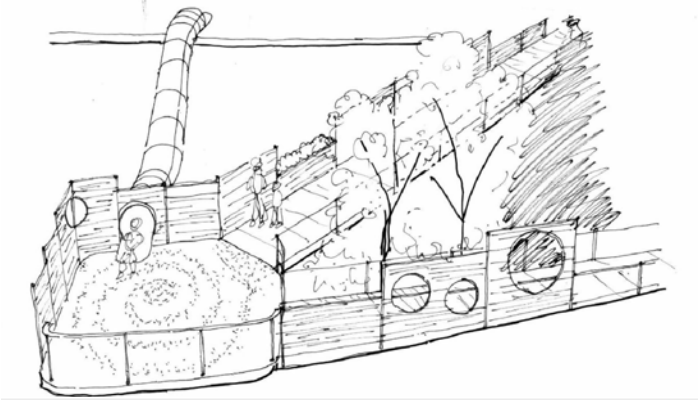
Architecture and ecology are intertwined. Planting on grade and on structure brings the enhanced shoreline ecology upslope as the *forest thread*. Planting defined by Northwest species enhances the park experience while integrating stormwater treatment and creating visual buffers to protect neighbor privacy. The design is shaped in hopes of preserving three large beautiful trees complemented with new trees and understory.

Parking:

The park and pedestrian experience are built over and integrated through two connected bays of parking situated to make use of the existing slope of 100th Ave SE, minimizing grading and parking structure on site. The bays of parking provide approximately 50 stalls and are intended to feel open-air with walkway structures floating above. Vegetation and screening deemphasize views of the parked cars. The bays of parking are accessed from 100th Ave SE, creating intuitive wayfinding and access to a large quantity of easy-to-navigate parking.

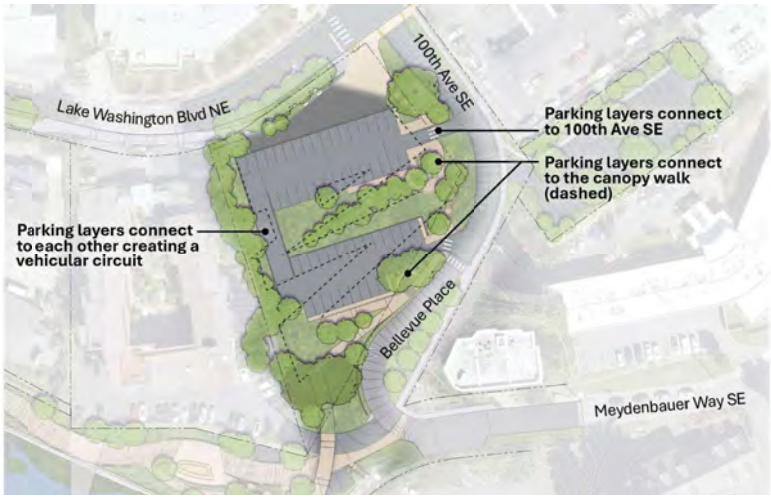
The **canopy walk**:

The canopy walk connects the entire site as the physical connection from the lake up to Main Street, bridging an elevation of 60 vertical feet with universally accessible paths. Eddies of pause, seating, and discoveries intuitively and magnetically draw visitors through the site, enhanced and integrated with planting and architectural elements. The canopy walk begins at the corner of Main Street and 100th Ave SE with the Lake Pavilion then descends toward the lake, connecting to all levels of parking and 100th Ave SE, and is complemented with a network of secondary stairs and paths. Paths and amenities are designed to focus views toward the bay and screen views toward nearby residences, using architectural elements and integrated vegetation. To create universal accessibility to the shore, the canopy walk continues as the *Bay Connector*, passing through the two preserved large conifers at the southern point of the parcel and over the bay before connecting to the *Lakeside Promenade*. A stair provides a secondary, non-universal path to the shoreline, parking bays, and a gathering space at the base of the two large conifers.

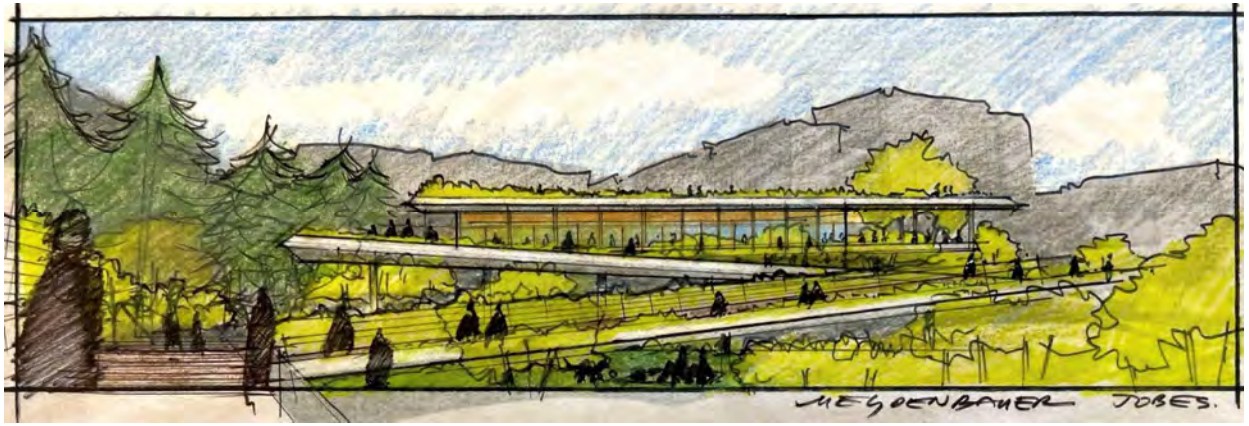


The canopy walk provides magnetic, intuitive, universally accessible connections to the shoreline with eddies of pause and activity, possibly including a slide, with artful, architectural screening adding interest and beauty while further screening views of neighbors.

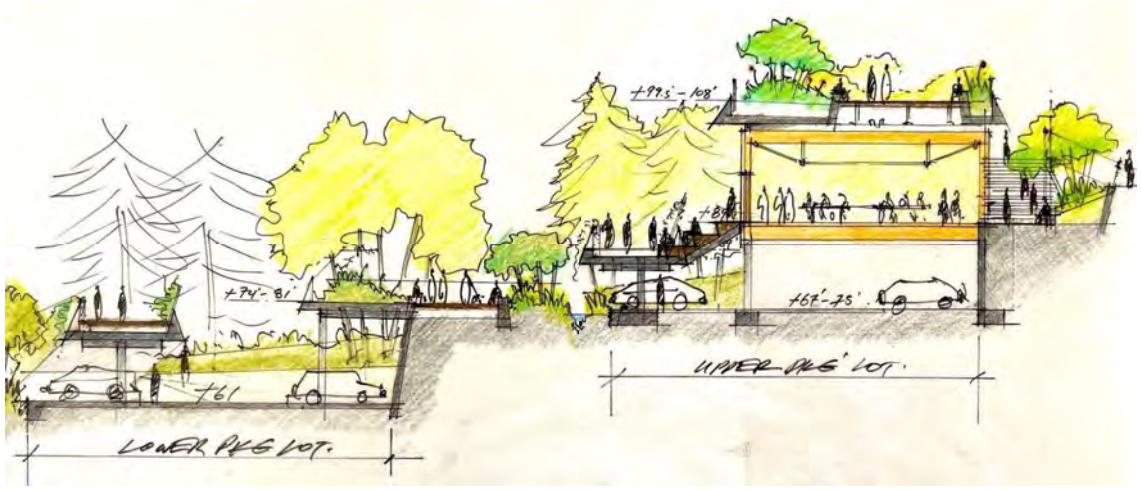
Meydenbauer Gateway with pavilion removed to show plaza space below and canopy walk connections. The forest thread integrates planting throughout the experience.



Meydenbauer Gateway parking underneath paths, accessed from 100th Ave SE

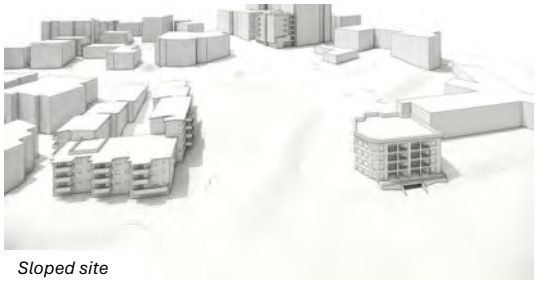


Ascending from the water's edge to Main Street's vibrancy: visitors walk along the canopy walk through trees with eddies of pause, play, and gathering along the way. Tree canopy and vegetation soften views of the walkways and structures when seen from the water and across the bay.

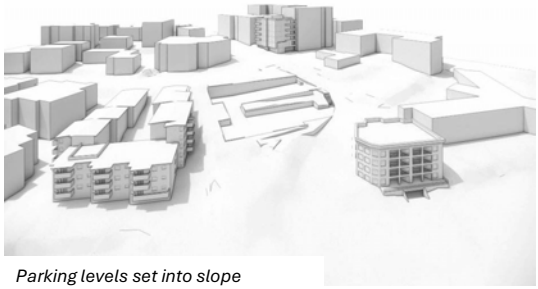


The canopy walk and pavilion seem to float over parking bays terraced into the hillside below.

The shape of the Meydenbauer Gateway site:



Sloped site



Parking levels set into slope

Gently sloping circulation, view overlooks, and eddies of pause above parking levels

Key Determinations:

Parking entries: The Lake Washington Blvd NE parking entry shown in the Master Plan does not appear feasible as it would (1) create an entry ramp exceeding recommended slopes and (2) result in level-of-service reductions given the close proximity to the existing signal, creating turn restrictions and exacerbating the not intuitive vehicular circulation to the parking areas for the park. Instead, the design utilizes the existing traffic signal at 100th Ave SE to reduce traffic impacts to Lake Washington Blvd NE and creates an intuitive all-turns-possible access into a main park entry via 100th Ave SE.

Views: The Master Plan appears to orient views towards adjacent neighbors instead of to the bay.

Ecology: The Master Plan grading would require removing all large existing trees from the site.

Accessibility: The Master Plan relies on two elevators for park and parking ADA access. While likely feasible to install, elevators are expensive to build and maintain. They also tend to break down, which would create breaks in accessibility for the site as well as real and perceived safety issues. The Phasing Report proposes accessibility with no elevators.

To lid or not to lid: A lidded parking garage would increase concrete use and embodied carbon by 45% to 80% from the Phasing Report plan, with a comparable price increase. Open-air parking reduces construction cost, ventilation needs, and carbon emissions while increasing sight lines and safety.

Design Goals:

Views guide the geometry of the design, framing toward the bay and away from surrounding residences. Screening and planting frame views as needed.

Intuitive and magnetic *universal access* guides the design. Sloped paths create universal access throughout the site, touching down at 100th Ave SE to create access points to the street and parking bays and sloping to the shoreline.

Integrate planting to create a *rich ecological experience*.

Integrate *intuitive parking* while focusing on *decreasing embodied carbon footprint*. Embrace parking as part of the design solution!

Next Steps:

- Define the pavilion. Balance between open space and enclosed space and define program.
- Identify if stormwater gardens mid-parcel are feasible for treating run-off.
- Further consider one-way or two-way parking lot circulation with a lens of safe, intuitive vehicular and pedestrian circulation, including sight lines and decision-making distances on 100th Ave SE. If 100th Ave SE is to be phased after the Gateway site, create phased approach.
- Further refine structural design, pavilion, and parking layout with a surveyed 100th Ave SE.
- Further assess on-structure planting strategies with structural and architectural design; the current assumption is extensive green roof system over a flat deck with built-up planter walls.
- Further refine stairs with a holistic evaluation of pedestrian circulation and vehicular circulation, including vehicular sight lines.
- Further refine universal access at path/parking bay nodes when a detailed topographical survey is obtained of the site and 100th Ave SE.
- Assess experience from surrounding streets to ensure preservation of views and creation of a Grand Connection icon that draws people to this site and enhances connection to green space and water.

A Note about Housing:

The city-owned parcels off 100th Ave SE and along the waterfront include 48 occupied units and 9 that are offline due to major maintenance needs. These units, mainly under the umbrella of the Bayvue Village Apartments, are listed at market rate based on their age and condition in an area of the city where reasonably priced housing is difficult to come by. These parcels were intentionally purchased for future park expansion and were partially purchased with grant funding that requires transition to park-use within a certain time. Residents have been aware of the park expansion project since the city purchased the properties, and residents were reached out to throughout the 2010 and 2025 processes. Larger city initiatives on housing include work to update the City's Affordable Housing Strategy in 2025. The 2025 Affordable Housing Strategy will identify actions to increase housing stability, accessibility, and create or preserve 5,700 units of affordable housing in the next ten years. To learn more about the strategy, visit https://bellevuewa.gov/affordable-housing-strategy.

Virtual and physical 3-D modeling helps visualize and assess the 60' vertical drop over 400' of horizontal run between Main Street and the southwest point of the Meydenbauer Gateway site and to understand relationships with surrounding buildings.

2010 Meydenbauer Bay Park and Land Use Plan (online)
Civil Engineering Considerations and Next Steps
Traffic Site Access and Parking Demand Analysis
Basis of Design Architectural Narrative

Bay Connector

The Bay Connector continues the Lakeside Promenade and Meydenbauer Gateway canopy walk, linking the two by bringing the promenade up and over the water as an elevated experience looking out to the bay and providing universal, ADA-compliant access all the way from the Phase 1 Park ravine parking to Main Street. The Bay Connector extends over part of Pier 3, sharing pile infrastructure to reduce nearshore zone impacts. A grand stair complements the universally accessible Bay Connector, providing an inviting and gracious shortcut midway between the canopy walk and Lakeside Promenade.

The Bay Connector bridges over the driveway to the Vue Condominiums and the vehicular access to the shoreline, creating an iconic portal into the park while allowing emergency access and separating pedestrians from daily vehicular access for neighbors. This connection is consistent with the Master Plan and responds to 2023/2024 community engagement, including the requests for less steep connections in the park and for safer pedestrian connections separate from vehicular traffic. The connector orients views toward the existing park and mouth of the bay, and away from residences neighboring the park and bay. To enhance park experience and neighbor privacy, strategic architectural screening will be implemented utilizing 3-D modeling to identify extents.

The Master Plan provided strong guidance on how to balance many, often competing, demands on the project. It recognized that ADA access could not be realized on the Meydenbauer Gateway site alone while also providing an enjoyable, intuitive, desirable park experience and adequate parking, and that additional elevation would need to be traversed on the shoreline parcel. The Master Plan proposed an elevator tower for access between Meydenbauer Gateway and the shoreline; the Phasing Report removes reliance on an elevator, which assures accessibility in the event of an elevator closure due to maintenance or vandalism. The Bay Connector is an evolution of the bridge and elevator included in the Master Plan. This evolution is consistent with all Master Plan principles and intents and 2023/2024 community needs, and provides the following:

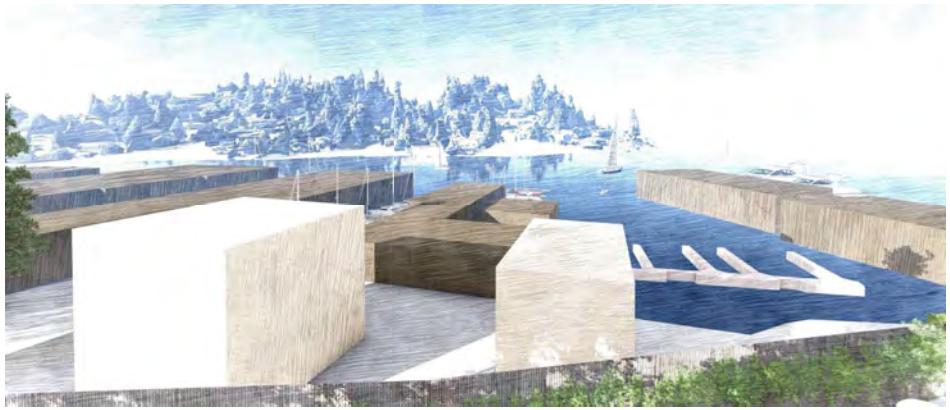
- Parking for the park, as required by the Master Plan. Community input has been divided between more parking and less parking; to this end, quantity has been carefully studied (see Sitewide Considerations).
- Preserving the two large conifers and associated green space at the south point of the Meydenbauer Gateway site.
- Removing pedestrian and vehicular interaction to the maximum extent possible.
- Reliable ADA access all the way from Main Street to the shoreline.

The Bay Connector directs views westward to the mouth of the bay and Phase 1 park, with amenities that welcome pause, including seat steps and a "bay hammock" where people can perch above the water.

The Bay Connector and grand stair continue the experience of the promenade to the canopy walk while providing and strengthening connection to the restored, ecologically enhanced shoreline.

The Bay Connector is designed to be a “good neighbor” mindful of views from adjacent buildings, providing an enhanced condition when compared to existing conditions and the Master Plan. In comparison to the Master Plan, the proposed Bay Connector drops in elevation faster and removes the large elevator tower. Compared to today’s condition, the Bay Connector minimizes view impacts, removing existing pier roofs and duplexes and framing new views to the open water of the bay.

Proposed view from the Vue Condominiums: the Bay Connector creates a graceful connection to the shore and frames views to the water



Today’s view from the Vue Condominiums: massing study showing existing buildings and roofs of the marina piers

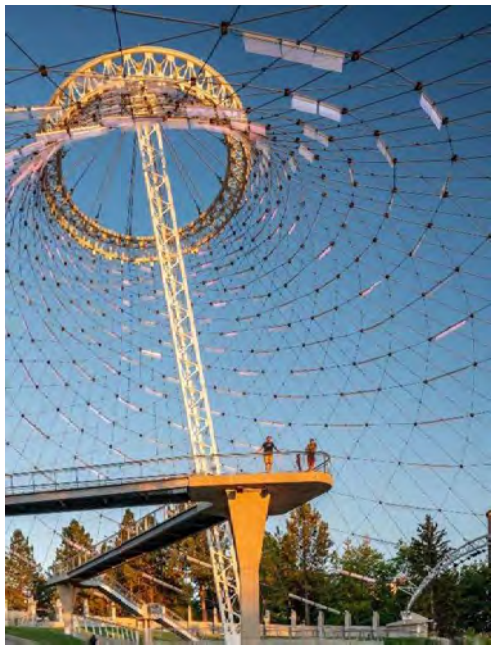
Proposed view from 10000 Meydenbauer Way SE: the Bay Connector preserves existing mature trees and passes between tree trunks and canopy, over the bay, and to the shore. A realigned 100th Ave SE mitigates existing steep slope and a tight corner that is problematic for large vehicles.

Today’s view from 10000 Meydenbauer Way SE: massing study showing existing trees, buildings, and roofs of the marina piers

The magic of perching above the Bay: One of a series of experiences that make the Bay Connector and canopy walk a rich, magnetic place while creating the universally accessible route between Main Street and the water's edge.

Amenity could include seat steps and surprises like a community hammock providing a playful gathering space where park users can literally walk over water, suspended in mid-air.

Architect: RS+ Robert Skitek
Photographer: Tomasz Zakrzewski



The magic of being up in the air looking outward at a shared landscape!

Landscape Architect: Berger Partnership
Photographer: Built Work Photography

Key Determinations:
Considerations regarding elevators:

- Important considerations for an exterior elevator include construction cost, carbon footprint, real and perceived safety issues, and yearly maintenance costs (all of which are very high), and the reality that elevators will be out of commission and ADA access cut off when maintenance is needed.
- An elevator tower could be added, providing an additional universal access route and shortcut; assuming the Bay Connector is phased later, this elevator would also provide universal access in the interim condition.
- There are two location possibilities:
    - Near the Bay Connector stair: this would require bridging over the Vue lot access drive and create similar neighbor view impacts as the proposed Bay Connector.
    - The south point of the Meydenbauer Gateway site: this location is not recommended as it would require removing the two significant trees and add substantial pedestrian/vehicular conflicts at the Vue lot access driveway.

A primary driver of the Bay Connector is reliable ADA access without reliance on an elevator. Ramped ADA access without an elevator cannot be accommodated on the Meydenbauer Gateway site alone and meet the requirements of the Master Plan. If ramping the full elevation on the Gateway site were attempted, the design would:

- Create substantial pedestrian/vehicular conflicts at the Vue parking access driveway.
- Provide no parking at the Meydenbauer Gateway site.
- Remove the two significant conifers at the south point of the site. This does not meet ecological priorities set by the Master Plan and 2023/2024 engagement.
- Provide little room for anything other than a switchback ramp and walls, which would not create a desirable or magnetic park experience nor prioritize neighborhood connections.

Structure for the Bay Connector would be partly on land and partly in water. In-water structure would require pilings that will land within the footprint of existing infrastructure, landward of the existing bulkhead, and in the footprint of Pier 3 and visitor moorage. Pilings at Pier 3 would be shared with the dock to limit in-water infrastructure.

Design Goals:
Provide universal access from Meydenbauer Gateway to Lakeside Promenade that allows the Gateway site to create a magnetic park experience and does not rely on an elevator.

Next Steps:

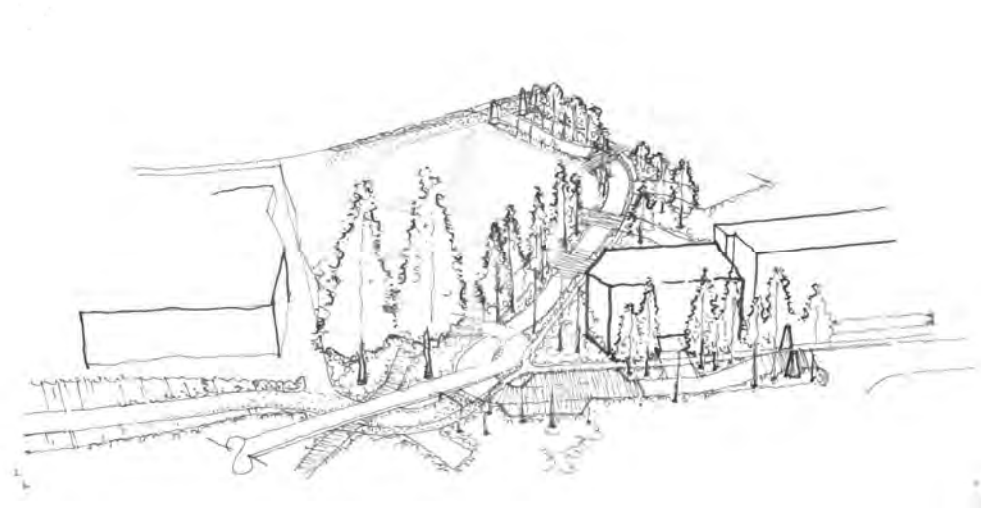
- Design Pier 3 and the Bay Connector in tandem to limit in-water impacts.
- Continue design refinement on structural shape and screening elements.
- Further refine structural expression of stair connections.

For more information refer to the following appendices:

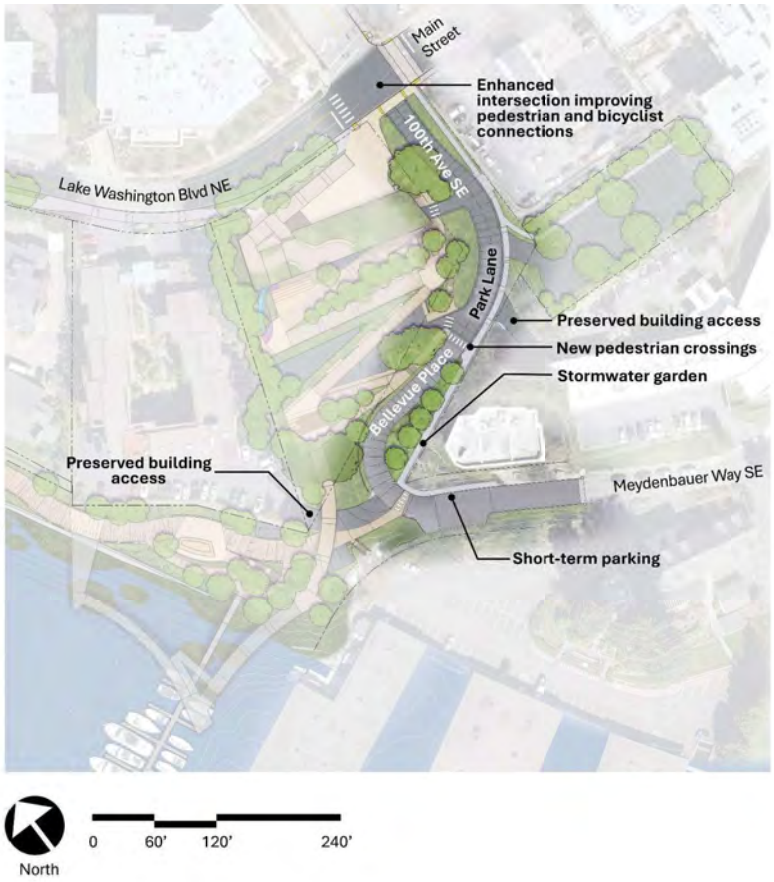
2010 Meydenbauer Bay Park and Land Use Plan (online)
Environmental Considerations
Summer 2023 - Winter 2024 Outreach Summary

Park Lane: 100th Ave SE/Bellevue Place

Reimagined as a Park Lane, 100th Ave SE becomes part of the park and integral to the arrival experience. 100th Ave SE/Bellevue Place remain open as a two-way street redesigned to become a slow street. Park Lane will emphasize connection to the park while improving intuitive vehicular access, pedestrian safety, and neighborhood access. A potential curb-cut-like treatment in lieu of radiused curb and removal of street parking narrows the street width, encouraging reduced driver speeds and discouraging commercial traffic. Park Lane continues to provide access to existing buildings and the park, with new pedestrian crossings at locations where slope and sight distance create safe conditions, and also addresses observed turning issues at the bottom of the street at Bellevue Place and Meydenbauer Way SE. At either end of the street improvements, the street becomes a portal to the park and provides intuitive access to three parking bays: two located on the Meydenbauer Gateway parcel and one to the east of 100th Ave SE. Paralleling and intertwined with the forest thread, Park Lane's plantings bring ecology up to Main Street. As part of the forest thread, if slope and soils create feasible conditions, roadside rain gardens will be installed to treat stormwater runoff and slow or infiltrate stormwater along the street edges.



A re-envisioned park lane, interwoven with the forest thread



Key Determinations:
The street is to remain open for life-safety access. Minimum life-safety design guidelines include southbound access, 15% maximum slope, and 20' minimum width.

- As configured in 2025, life-safety access to 10022 Meydenbauer Way SE requires southbound emergency access and 20' minimum roadway width for the entirety of 100th Ave SE and Bellevue Place. With the building configuration seen in 2025 and applicable fire codes, it is not possible to provide emergency turn-around or alternate routes that would allow partial closure of 100th Ave SE or Bellevue Place.

No additional northbound lanes are needed at the intersection of 100th Ave SE, Main St, and Lake Washington Blvd NE, assuming two-way traffic along 100th Ave SE.

- Traffic and parking demand studies indicate that the proposed addition of parking accessed from 100th Ave SE and removal of parking along the shoreline results in an anticipated traffic demand within the capacity of the existing intersection without needing an additional traffic lane.

Two-way vehicular circulation (similar to today's condition) provides the most intuitive vehicular access to the park and most intuitive vehicular circulation to other nearby parking areas, a critical part of the park experience and function.

The Master Plan proposal included a right-in, right-out access from eastbound Lake Washington Blvd to access the parking garage. This has been determined to result in level-of-service reductions given the close proximity to the existing signal at Main St, and the lack of access for westbound vehicles due to turn restrictions. Instead, the design will utilize the existing traffic signal to reduce traffic impacts to Lake Washington Blvd NE and create an intuitive all-turns-possible access into a main park entry, via 100th Ave SE.

For more information refer to the following appendices:

2010 Meydenbauer Bay Park and Land Use Plan (online)
Civil Engineering Considerations and Next Steps
Traffic Site Access and Parking Demand Analysis

Design Goals:
Provide intuitive parking access and vehicular circulation to and from the park. To do this, parking will be accessed from 100th Ave SE, which will be open to two-way traffic.

- The bays of parking will be connected to 100th Ave SE and one another to facilitate access and circulation. To make the most intuitive parking access to and from the park possible, 100th Ave SE will remain two-way, with one lane in each direction, matching existing conditions.

Slow vehicular traffic, reduce cut-through traffic, and discourage commercial traffic to create a safer, more comfortable and inviting pedestrian experience. This will be achieved through reduced street width, grading, and pavement treatment.

- The current turning radii and grades on 100th Ave SE at Bellevue Place and Meydenbauer Way SE pose a hazard for large vehicle turning movements. At least three times between July 2023 and September 2024 large trucks or buses have been stuck at this corner. The proposed design discourages large trucks by narrowing the street to 20' to 24' in width and replacing the radiused street corner at Main Street with a curb-cut-like treatment. Should they drive down the street, the grade and turning radius at Bellevue Place and Meydenbauer Way SE is softened to reduce the likelihood of trucks getting stuck.
- A narrower street increases driver awareness of their surroundings and thus caution, which enhances safety for all. Varying the street width further increases friction and cues a change from park to neighborhood realm.
- Grading tactics reinforce vehicular cues; for example, strategically flattening the steep street cues a change before pedestrian crossings or driveways.
- Contrasting pavement colors or textures will be used to indicate where the street is park centric and thus more public, and where it is intended for residential access. Pavement changes reinforce vehicular cues and slow vehicular traffic.

Next Steps:

- Refine grading of 100th Ave SE, Bellevue Place, Meydenbauer Way SE, and associated driveway connections using Civil3D to provide grading appropriate for vehicles that will utilize the streets.
- Refine traffic calming strategies holistically along 100th Ave SE and Bellevue Place.
- Plan for Utilities' replacement of the sewer force main that runs under Bellevue Place.
- Confirm most beneficial areas for stormwater integration and coordinate with Utilities.
- Design and implementation of this connection will be a collaboration between Bellevue Parks, Transportation, and Utilities. Departmental lead is under discussion and the project will need to be integrated into Capital Improvement Plan budgets.
- Confirm unloading area location for 10000 Meydenbauer Way SE.

Parcel East of 100th Ave SE

The city-owned parcel east of 100th Ave SE becomes a surface parking lot to provide additional intuitive parking adjacent to the Meydenbauer Gateway site. Approximately 30 parking stalls are provided here, with a pathway connecting to 100th Ave SE and then to the canopy walk and path network. Planting along the edges creates ecological opportunity, including potential for water quality management.

This parcel has the opportunity to be a partnership for redevelopment in the future, further activating the park edge with housing or commercial development. Should redevelopment occur, a parking agreement may need to be made to provide continued parking for general park use.

This site currently is home to some of the existing Bayvue Village Apartments. For more information, please refer to “A Note about Housing” in the Meydenbauer Gateway section.

Key Determinations:
The parcel is to be used for parking, with the potential for future redevelopment partnerships. If redevelopment occurs, a parking agreement may provide for displaced parking.

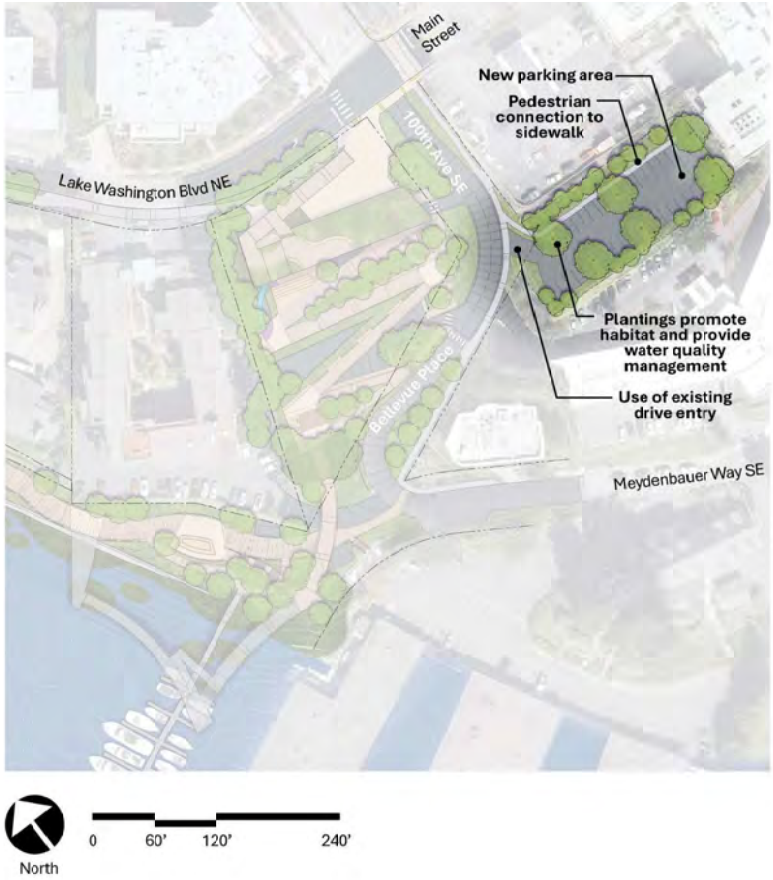
Due to the width of the parcel and the ramping required to reach multiple parking levels, structured parking would only be feasible on this parcel if a spatially inefficient parking design was employed and building setbacks waived, or if a development partnership with adjacent parcels was created.

Design Goals:

- Provide intuitive parking access and intuitive vehicular circulation to and from the park.
- Make pedestrian connections to the park intuitive and safe.

Next Steps:

- Refine grading of existing drive entry.
- Refine safe pedestrian crossing locations.
- Refine maximized parking layout with intuitive turnaround space.



Gateway Intersection

The intersection of 100th Ave NE, Lake Washington Blvd NE, and Main St becomes part of the arrival experience to the park. The first priority is ensuring a functional and safe intersection for all pedestrians, bicyclists, and drivers; the second priority is having people feel they've arrived at the park when they arrive at the intersection.

This intersection is part of the Grand Connection and is identified in Bellevue's Downtown Transportation Plan as a key intersection for enhanced treatments to prioritize pedestrians and bicyclists. It is designated as an exceptional intersection, which includes "a suite of design components to accommodate the existing or anticipated pedestrian needs for safety, comfort, and access. Enhanced intersection elements could include weather protection, minor/local wayfinding, special paving treatment, wider crosswalk than standard, generous crossing time, curb bump-out, and alternative striping. This typically includes a raised intersection, and other pedestrian priority treatments."[1]

The current roadway characteristics of the north (100th Ave NE), south (100th Ave SE), west (Lake Washington Blvd NE), and east (Main St) legs of the intersection are all quite different. Lake Washington Blvd NE provides park and neighborhood access and is part of the Lake Washington Loop; it has a curb and gutter, sidewalks and bike lanes on the north side, and an unpaved shoulder and on-street parking on the south side. Main Street is a shopping street with two travel lanes, on-street parking, shared lane markings for bicyclists, and stop-controlled intersections east of 100th Ave SE/NE. The north leg (100th Ave NE) is a connector to downtown and Downtown Park, while 100th Ave SE is a narrower local street with on-street parking.

Considerations for the intersection include prioritizing circulation and connectivity for pedestrians and bicyclists, the vehicular traffic circulation of the area, and level-of-service priorities for nonmotorized and motorized users.

The Grand Connection route: From the Meydenbauer Gateway east along Main Street, north on 102nd Ave NE, through Downtown Park to Bellevue Way NE, then east on NE 6th Street.

Primary pedestrian circulation: Along the east side of 100th Ave NE from Downtown Park, and along both sides of Main Street. When the project is completed, pedestrian circulation is anticipated from the Meydenbauer Gateway area and along the pedestrian connection on the south side of Lake Washington Blvd NE. Little pedestrian traffic is anticipated along the west side of 100th Ave NE, or along the north side of Lake Washington Blvd NE.

Primary bicyclist circulation: Eastbound and westbound along Lake Washington Blvd NE and Main Street, and northbound and southbound along 100th Ave NE. 100th Ave SE is too steep for many bicyclists, though it is a used route.

Primary vehicular circulation: Eastbound and westbound along Lake Washington Blvd NE and Main Street, and northbound and southbound along 100th Ave NE. Some southbound volumes are observed on 100th Ave SE, while northbound volumes are minimal.

[1] Bellevue Multimodal Level of Service Metrics, Standards, and Guidelines (2017).

There are two design proposals for this intersection:

Option 1:

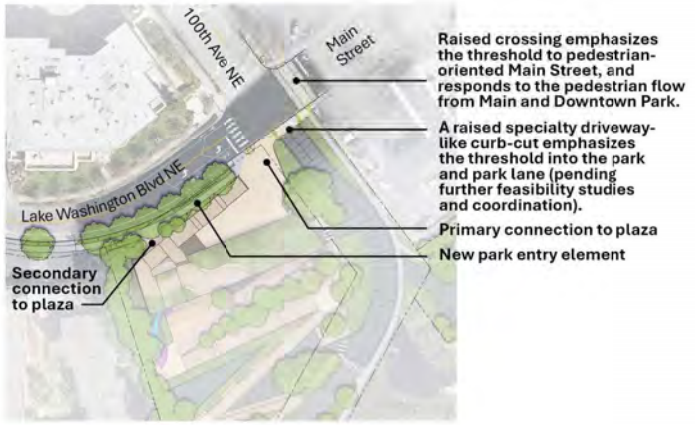
Create specialty crossings, raised if surrounding street grades allow, on the south and east legs of the intersection in response to the primary flow of pedestrian traffic on these crosswalks. This treatment will serve as a threshold to these pedestrian-oriented streets and spaces.

Pending future engineering study and coordination with Transportation, the entry to 100th Ave SE is designed as a driveway-like curb-cut (20' wide minimum) to prioritize pedestrian passage over vehicles and extend the experience of arrival to the park to the east side of 100th Ave SE. The vehicular entry will create a park portal that also provides neighborhood access. Materiality coordinates with the pavement treatment at the Meydenbauer Gateway community plaza across to the southeast corner.

The crossing at Main Street could be textured or colored concrete or other non-unit paver specialty material, continuing the materiality of Main Street.

The pedestrian crossings at the west and north legs remain at-grade with crosswalk markings. This is in keeping with the more vehicular-centric nature of these streets.

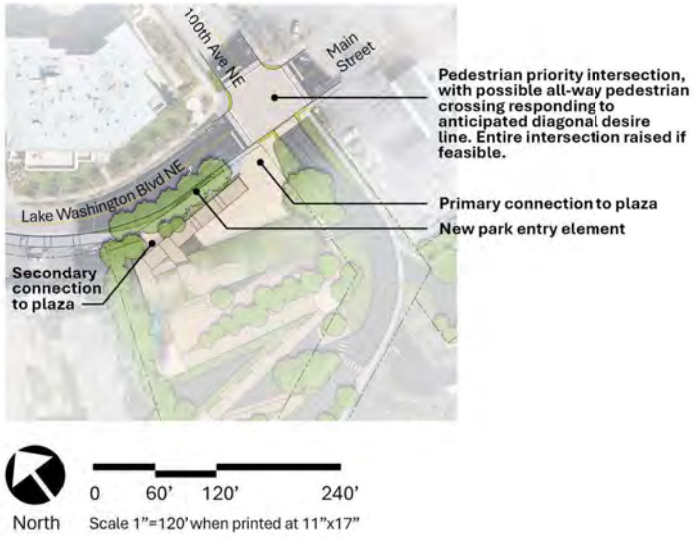
Add east-west bicycle lanes if space allows at the southwest and northeast corners. Bicycles will integrate with vehicular movements within the intersection, with no dedicated bicycle lanes.



Option 2:

The entire intersection is treated with specialty paving, raised if surrounding street grades allow. Additionally, the signal could be changed to an all-way pedestrian crossing cycle, responding to an anticipated future diagonal desire line between the northeast and southwest corners. Specialty paving could extend to the Meydenbauer Gateway community plaza, or the materiality of Main Street.

Add east-west bicycle lanes if space allows at the southwest and northeast corners. Bicycles will integrate with vehicular movements within the intersection, with no dedicated bicycle lanes.



Key Determinations:
100th Ave SE is to remain open, two-way, with two travel lanes and no on-street parking.
For more information refer to the Park Lane discussion on p. 24.

Intersection Level of Service:

- The intersection of Lake Washington Blvd NE, 100th Ave SE, and Main Street functions at a vehicular Level of Service (LOS) B in 2025. This is based on observed traffic counts and intersection type giving a calculated delay range, without accounting for down-street impacts. Down-street impacts reducing vehicular LOS in this area are pedestrian movement and stop-controlled intersections along Main St between 100th Ave and Bellevue Way, which are beyond the scope of this project. Anecdotally, actual delay range may be higher during peak traffic due to those impacts.
- Assuming full park build out and general traffic level increase, the intersection LOS is anticipated to decrease to LOS C. This assumes a two-way operation of 100th Ave SE/Bellevue Place, and pedestrian crossings to remain at each intersection leg.
- The addition of biking and walking facilities will increase LOS for nonmotorized users and may reduce LOS for vehicles in this area. There are two potentials for accommodating nonmotorized crossings at this intersection:
    - Keep pedestrian crossings at each leg of the intersection. Emphasize the thresholds into more pedestrian-centric streets by making the east leg and south leg crossings more special and "exceptional."
    - An all-way pedestrian crossing may be desirable to accommodate an anticipated future diagonal desire line of pedestrians through the intersection. An all-way pedestrian crossing would take the intersection (with the same assumptions of build out and traffic increases) to a LOS E; vehicular wait times would increase but likely would not be felt during highest traffic times of day.

If a raised crossing/intersection is feasible with surrounding street grades, it is understood that the maximum height possible is 3" for emergency access; this is to be verified during permitting conversations. Whether raised crossings are feasible or not, explore integrating specialty materials and artistic enhancements.

Specialty materials cannot include unit pavers in areas maintained by City of Bellevue's Transportation Department.

Design Goals:

- Create a functional and safe intersection for all pedestrians, bicyclists, and drivers.
- Create a park arrival sequence that begins at the intersection (or before!).
- Prioritize pedestrian and bicyclist connectivity and access by adding bicycle facilities and upgrading sidewalks.
- Create a welcoming plaza at the southwest corner as an entry to the Meydenbauer Gateway area.
- Provide exceptional intersection treatments as feasible.
- Maintain vehicular LOS to the degree possible while prioritizing nonmotorized LOS.
- Respond to the different nature of all four streets.
- The entry to 100th Ave SE should prioritize pedestrians over vehicles. To do so, the option 1 design recommends a driveway curb-cut entry in-lieu of a traditional radiused corner. This treatment intuitively slows traffic, causing motorists to give way to pedestrians, and feels more like an entry to a place or destination and less like a flow-through road, even as through-access continues to be maintained.

Next Steps:

- Study how materiality between the Meydenbauer Gateway and crossings can be used to convey pedestrian and bicycle priority as well as traffic calming.
- Explore signalization timing, including if a leading pedestrian interval (LPI) could be added to provide pedestrians a head start on crossing.
- Coordinate with City of Bellevue Transportation and Traffic Operations to determine if an all-way pedestrian crossing is feasible.
- Coordinate with the City of Bellevue Transportation Department to determine if a driveway curb-cut is possible at this intersection.
- Study grading of 100th Ave SE to determine if a raised crossing is feasible at the intersection.
- Identify which exceptional intersection treatments are most appropriate given vehicular movements and flows, and work with the plaza design at the southwest corner.

For more information refer to the following appendices:

Traffic Site Access and Parking Demand Analysis
Toole Basis of Design

Lake Washington Blvd NE

The south edge of Lake Washington Blvd NE is envisioned with the addition of infrastructure prioritizing pedestrians and bicycles. An interim condition being implemented by the city is a new bike lane along the south edge of the street in place of existing parking. The Master Plan and this Phasing Report proposes adding a pedestrian connection and planting in this location, connecting the Phase 1 park frontage and the Meydenbauer Gateway. Adding a path and planting will require widening the existing roadway southward. There are two design proposals for this frontage, seen on the next page.

Key Determinations:
Maintain the north curb line as is.

At the Whaler's Cove Condominium frontage, impacts include:

- Removal of the existing conifers that have been heavily topped and pruned and are creating needle drop that plug existing drainage infrastructure and cause flooding (a current project being done by Transportation and Utilities).
- Rebuilding the retaining wall at the large grade drop to the parking area, and assessing if the stair access can be maintained.
- Installing a privacy screen in place of removed vegetation to provide comfort for both condo owners and pedestrians.
- Undergrounding existing overhead wires similar to the Phase 1 park frontage.

At the Meydenbauer Vue Condominiums minimal impact is anticipated:

- Some vegetation will be removed.
- A sign may need to be shifted.
- The existing driveway and lot are anticipated to remain in place.

At 99th Ave SE, a possibility is to narrow the crossing to prioritize pedestrians. This could be done with an emergency-vehicle-appropriate drive apron to narrow the street to typical traffic, a curb-cut treatment in-lieu of the existing radiused intersection to prioritize pedestrian crossing over vehicular circulation, or a concrete crossing instead of asphalt to emphasize it as a pedestrian zone.

If right-of-way width is available, exploring planted swales along the street edge to slow stormwater is recommended; however, establishing successful street trees and plantings in the buffer between path and travel lanes are the priority for this frontage. There is an aging water main along Lake Washington Blvd NE in need of replacement, likely running along the south side of the street, which is an opportunity to partner with City of Bellevue Utilities for simultaneous work and shared funding.

A rapid flashing beacon (RRFB) at the pedestrian crossing of 99th Ave SE/NE was implemented as part of the Phase 1 park work. A potential is to add an additional RRFB crossing on the east end of the bridge, to bring more eastbound pedestrians to the park.

The existing condition of Lake Washington Blvd NE looking southeast from 99th Ave NE.

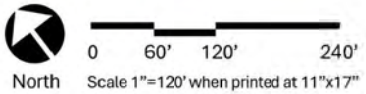
Interim condition being implemented by the city includes adding a bicycle lane to the south edge. This report and the Master Plan explore adding pedestrian infrastructure on the south edge in addition to bicycle infrastructure.

Option 1:

Between 100th Ave SE and 99th Ave SE, provide a 10' to 12' wide shared use path to accommodate pedestrians and bicycles, with a 5' wide planting strip where possible to accommodate street trees. The westbound bicycle lane remains, and eastbound bicyclists would use either the path or share the vehicular travel lanes depending on their comfort level. A possibility is to extend this treatment eastward along the Phase 1 park frontage, increasing the existing 6' wide sidewalk to 10'-12' in width to provide continuity.

Option 2:

Extend the Phase 1 park frontage layout to 100th Ave SE. This would provide a 6' wide sidewalk, 4' wide planting strip, and an eastbound on-street bicycle lane. The westbound bicycle lane would remain in place.



Design Goals:

- Create a pedestrian and bicycle priority frontage by providing a dedicated, continuous walking and biking facility from the Phase 1 park to Main Street.
- Accommodate east-west bicycle movements with dedicated bicycle infrastructure along Lake Washington Blvd NE.
- Provide a planted buffer between pedestrians and vehicular travel lanes wherever possible.
- Capitalize on opportunities to treat and slow stormwater.
- Provide screening along the Whaler's Cove frontage for the privacy of pedestrians and residents.

Next Steps:

- Design potentials include a 6' wide sidewalk with on-street bicycle lane, or a 10'-12' wide shared path. Design option will be chosen by the Transportation Department, and the Meydenbauer Gateway site will be designed to accommodate a later implementation.
- The departmental lead of design and implementation of this connection will be Bellevue Transportation. The project is not yet integrated into Capital Improvement Plan budgets. Bellevue Parks and Utilities will be collaborators in design.
- Continue to hone the 99th Ave SE intersection with Lake Washington Blvd NE and explore the possibility of a curb-cut treatment in-lieu of the existing radiused intersection to prioritize pedestrian crossing over vehicular circulation. Coordinate with the City of Bellevue Transportation Department to determine if a curb-cut is possible at this intersection.
- Assess feasibility and need of a RRFB at the east end of the bridge.

For more information refer to the following appendices:

Toole Basis of Design

Sunset Terraces: 99th Ave SE Park Corner

The undeveloped park corner of 99th Ave SE becomes the Sunset Terraces, creating spots to pause and view the water with easier connections down the steep hill. Paths connect to the sidewalk along 99th Ave SE; the street remains configured as it is today, providing some parking and continuing to be the vehicular access for unloading at Pier 1 and the beach.

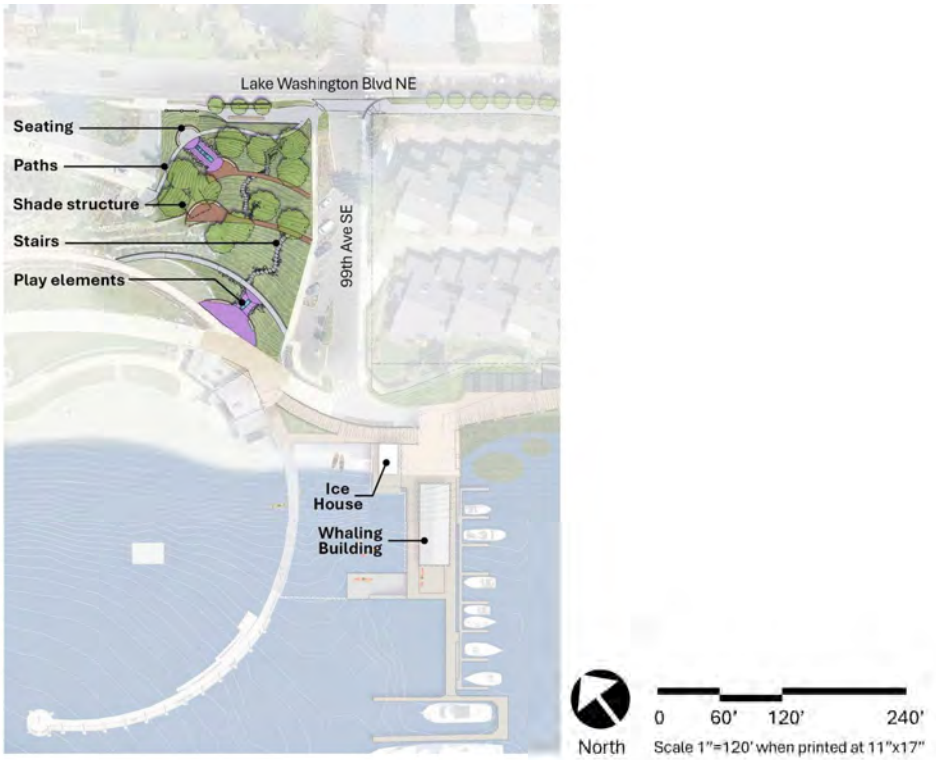
The Master Plan proposed an activity building and associated parking off 99th Ave SE. This building was deprioritized by the community during 2023/2024 engagement. In response, Phasing Report proposes to reassess if an activity building is needed as the community and city evolve.

The proposed build out is a budget-friendly option for providing amenity requested by the community and does not preclude adding an activity building or parking at a later date. The proposed amenity works with the existing slope and uses existing flatter spots to create accessible seating areas that celebrate views of the bay and provide shade and play opportunities. Pathways will connect the corner of 99th Ave SE/Lake Washington Blvd NE with the existing Lake Washington parking area, provide a natural pausing spot at the corner of 99th Ave SE/ Lake Washington Blvd NE, and create easier access down the steep hillside using paths and stairs instead of the existing steeply sloped sidewalks.

Key Determinations:
Community engagement deprioritized an activity building at this site. Reassess in future phases if an activity building and parking is needed as the community and city evolve, and re-engage the public to verify needs. Size, appearance, parking numbers, traffic impacts, and other impacts to the neighborhood would need to be studied at that time. Options explored with the public during the summer of 2023 included placing the building near the level of Lake Washington Blvd NE (similar to the Master Plan), placing the building mid-slope along 99th Ave SE, and placing the building at the bottom of the slope at the Phase 1 park promenade. Options for the associated parking were also explored, including open air layers of parking or lidded/covered parking. Each option has implications for universal accessibility, cost, and carbon footprint. Of the options, there was slight preference for the covered parking garage with access to an activity building mid-slope down 99th Ave SE: this option would provide some flatter park space with a high cost and high carbon footprint, and provide parking and an activity building that could connect to the Phase 1 park without dependence on an elevator.

Due to the constrained dimensions of this site, it appears fewer stalls can be accommodated on this site than at the Meydenbauer Gateway site and would involve a much higher carbon footprint and monetary cost. Study of amenity demand and parking need indicates that all parking for the expanded amenity proposed in this Phasing Report and the existing park can be met off 100th Ave SE. Paired with the high cost of any parking strategy implemented at the 99th Ave SE corner, parking was deprioritized at this location. If an amenity building is added, parking need will be reassessed at that time to determine if parking off 99th Ave SE is needed. This would require removing some of the existing parking that is on 99th Ave SE. (Also refer to discussion on Parking).

There are known issues with flooding at the Whaler's Cove Condominiums from stormwater along Lake Washington Blvd NE. Diverting stormwater down 99th Ave SE through vegetated stormwater swales was considered by the team; existing utility infrastructure that runs down the west side of 99th Ave SE, both within ROW and along the park property, makes digging down for swale infrastructure likely infeasible. Any stormwater infrastructure to mitigate flooding concerns at Whaler's Cove will likely need to be included as part of Lake Washington Blvd NE work (see Lake Washington Blvd NE discussion).



Design Goals:
Continue to provide a diversity of park amenities and find ways to mitigate steep walking routes. In the short term create easier connections down the hill, seating, and covered spaces. Do not preclude later development of parking or building if desired.

Next Steps:
Refine grading, connections, and coordination with utility locations.

For more information refer to the following appendices:

2010 Meydenbauer Bay Park and Land Use Plan (online)
Civil Engineering Considerations and Next Steps
Summer 2023 - Winter 2024 Outreach Summary

Lakeside Promenade

The expansion of Meydenbauer Bay Park will extend the existing park's promenade along the length of the shoreline to 100th Ave SE/Bellevue Place and all the way to Main Street via the new Meydenbauer Gateway and Bay Connector. The lengthened promenade will extend the existing promenade's geometric form along the entire shoreline and add new design that strengthens the promenade's sense of place and amenity.

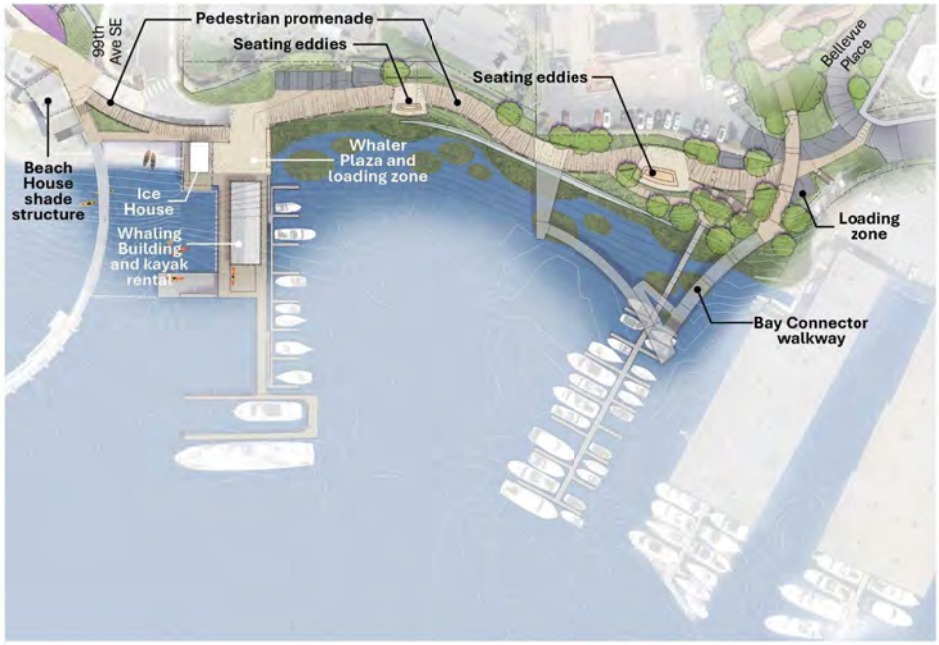
The Lakeside Promenade is first and foremost a pedestrian amenity. It is all about the edge, southward focused, looking out at the bay even as it provides emergency service access with a minimum of 20 feet of width and 13.5 feet of unobstructed vertical clearance. The promenade is rhythmic and vertical, not just an extruded walking surface but an experience to travel through with distinct areas to pause, gather, and reflect along the newly constructed ecological shoreline. A common reoccurring stylized element is integrated at pausing points, creating a signature amenity for the park. The element combines a bench platform and stage into one for tiered seating, informal use, and gathering.

Primary areas to pause include the **Whaler Plaza** and reimagined **Ice House**, **seating eddies** for viewing and contemplating shoreline ecology, and the new **Beach House shade structure**.

The **Whaler Plaza** becomes a gathering place along the promenade, celebrating the passage of people and enhancing the impact of the Whaling Building historic structure, while still maintaining vehicular space for ADA parking and boater drop off. The existing phone booth is retained as a treasured relic of a bygone era!

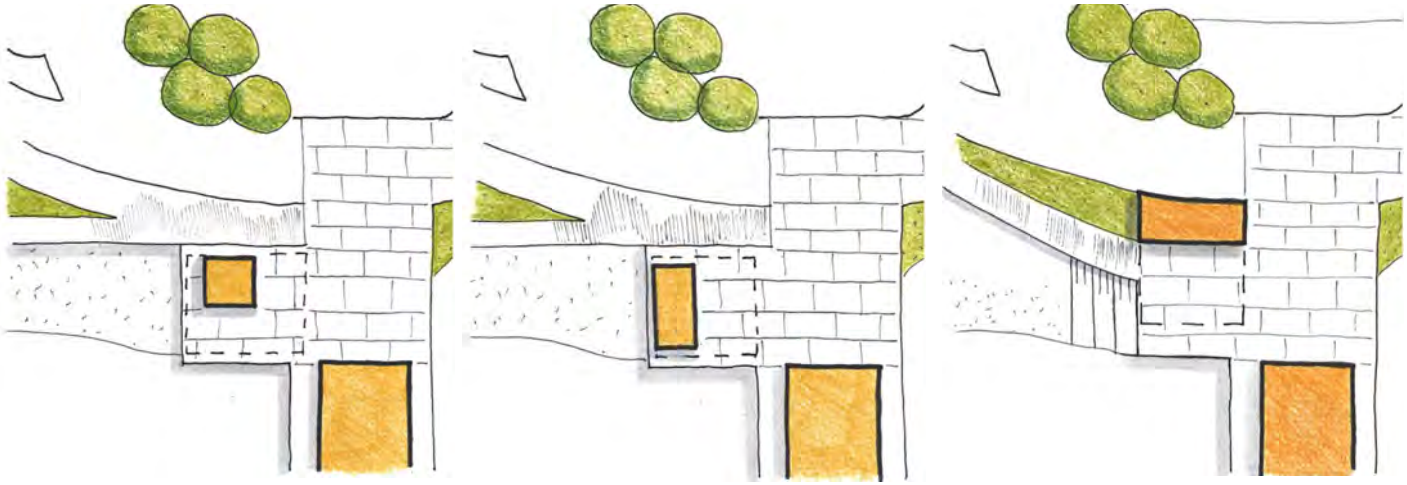
> *Tiny in size but mighty in impact, the phone booth can be a time capsule, an absurd leftover increasingly puzzling to today's park-user. In addition to preserving the booth as a revered feature, the phone itself can become a storytelling device, perhaps acting both for two-way communication and as a storyteller. Users could be invited to listen through the phone to a series of rotating or selectable messages from different readers in different languages telling the history of the place.*

The **Ice House** is reimagined to create public amenity at Whaler Plaza. The existing Ice House (also known as the Caretaker's House) was largely altered in the 1950s and has little historical integrity remaining in 2025. A new structure celebrates the history of the site, reminiscent of historic images of the building, creating an open-air space connecting the new Lakeside Promenade to the Phase 1 park and beach. A smaller tempered structure may be incorporated within the covered space to support park operations and visitor experience, possibly providing a home for monitoring the visitor and monthly moorage and a welcome place for answering visitor questions.

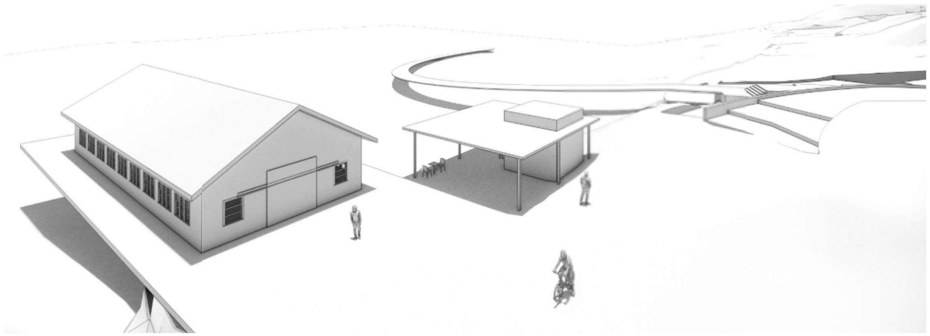


The Whaler Plaza and Ice House

Three massing studies explore maximizing plaza space and maximizing physical and visual connections to the Phase 1 park and water. Any renovation of the Ice House would preserve vehicular access to the shoreline, acknowledge the history of the site, provide direct ramped access to the beach for human-powered watercraft access, and provide public access to Pier 1, with the primary goal of strengthening pedestrian connection between the shoreline and the Phase 1 park. The massing and orientation of the re-envisioned Ice House is to be determined.

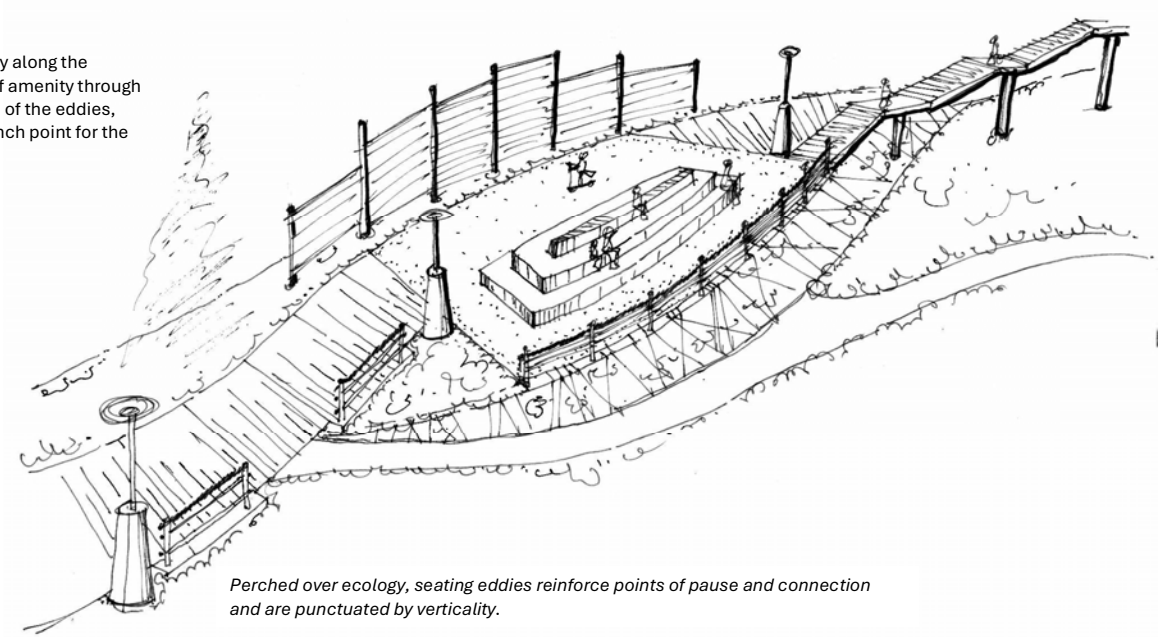


The existing Whaler Building and Ice House. The design goal is to re-envision the Ice House to create a strong pedestrian connection to the beach and the Phase 1 park.



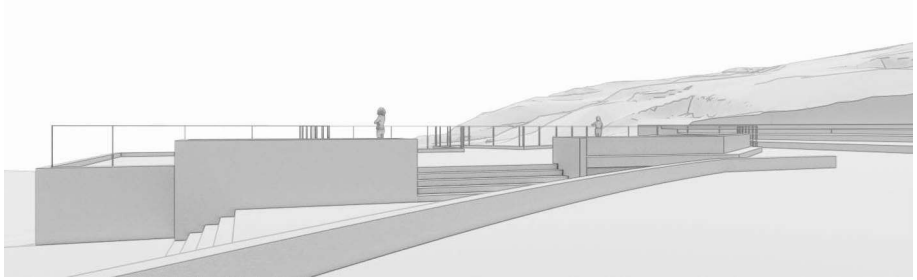
Reimagining the Ice House opens up the plaza and allows better connection to the existing park and beach. Actual geometry to be determined.

Newly created **seating eddies** are ecological perches immersed in the new shoreline ecology along the promenade. These eddies incorporate seating and potentially shade, adding to the cadence of amenity through the park. A possible architectural screen edging the upslope side strengthens the prominence of the eddies, while also buffering the limited space between the promenade and uphill residences. The launch point for the Bay Connector and stair coincides with eddies, emphasizing the cadence of the promenade.



Perched over ecology, seating eddies reinforce points of pause and connection and are punctuated by verticality.

The existing beach house, currently an open picnicking deck, is covered by a new **Beach House shade structure** adding shade and rain protection to the park. The connection to the Whaler Plaza, Phase 1 promenade, beach, and curved pier is reworked to create a wide and intuitive pedestrian connection; this beach house structure becomes an anchor for the park, emphasized by new seating perches integrated into the existing built walls.



The existing beach house roof

Added shade canopy provides much-needed shade in the park and creates a cadence of welcoming places to pause throughout the shoreline

Key Determinations:
The Lakeside Promenade is to be an access road for emergency vehicles, meeting all guidelines including grade, turning radii, overhead clearances, weight capacities, and clear width.

ADA parking, unloading areas, and dumpsters for park and marina use are to be provided at either end of the promenade.

The shoreline will respect the Whaler's Cove Condos viewshed and maintenance easements (established in 1978 and 2007). Easements include certain areas of vegetation maintained by Whaler's Cove, largely areas that provide privacy screening. A viewshed easement restricts height of vegetative or built elements along the Whaler's Cove Condos frontage; this easement will lend form to vegetation and built elements.

The sewer upgrades done in 2018 are to remain in place to the greatest extent feasible. The co-located power lines and the sewer access structures can be adjusted to grade. The horizontal and vertical alignment of the sewer line provides a guide to grading improvements along the shoreline and marina edge. Protection of the sewer line is critical in design of walls and fill strategies and creates the edge of the promenade improvements.

The existing Ice House was largely altered in the early 1950s and has little historical integrity remaining in 2025. It can be reimagined to create public amenity.

Design Goals:
The Lakeside Promenade is first and foremost a pedestrian amenity that creates delight and provides respite.

- The space will provide emergency needs while not feeling like a roadway or vehicular space, eliminate vehicular traffic to the maximum possible extent, and provide vegetation and places for pause.
- While providing high quality service for both is a priority, pedestrian amenity takes precedence over marina amenity.
- Embrace the phone booth as a cool element.
- Celebrate the Whaling Building.

Provide eddies of shaded amenity where feasible, with the goal of creating a cadence of shaded spots in the park.

- Amenity nodes are constrained by the eco-edge of the lake and associated constraints of width and grading of the promenade space. Provide amenity nodes where feasible, including seating, lean rails, and shade structures.
- Shade structures are to abide by viewshed easements in place.
- Shade amenity is proposed to be added to the existing Beach House roof deck. To respect the structure and waterproofing of the existing building, the shade structure is to be supported on grade to the extent feasible, using pilings where needed to accommodate soils near the waterline.

Design Goals continued:
The lake edge of the promenade is rhythmic and vertical.

- Along the promenade's southern edge provide a rhythm or cadence of plinths, a new signature vertical element spaced at around 30' to 40' on center. The plinths create a strong visual rhythm along the promenade, infilled with balustrades that provide amenity and protection along the edge of the promenade. These balustrades have a common character while providing a variety of amenity such as lean rail, table with stools, or guard rail or crash barrier where needed.

The land-edge of the promenade allows existing rockery walls to remain in place to the maximum extent possible, limiting impacts to upland properties.

The lighting of the promenade is to provide functional lighting with a subtle character.

- The plinths along the promenade's southern edge provide opportunity for a luminous element, however they are not anticipated as the primary means of lighting.
- The promenade has desired foot candle levels for function and safety. The majority of this lighting is anticipated to be provided from the north or uphill side of the promenade via a simple, subtle multi-head fixture that directs light down and to the south onto the promenade, controlling glare toward the upslope and across-bay properties and protecting promenade users as they look to the south. This is a departure in lighting strategy from the existing promenade where the light features are a prominent design element, but one that has been heavily altered to discourage bird activity.

Paving strategies will emphasize intuitive user experience.

- The baseline paving of the promenade is weighted to the south side with its most intensive pattern along the southern edge, where most people will be drawn to walk. The promenade material is a relatively simple pattern of materiality such as cast-in-place concrete with appropriate finishes and treatments or a unit paver.
- The baseline paving is interrupted at eddies with a more premium paving element.
- Asphalt is used in vehicle-centric areas such as the parking next to the Whaler Plaza, where 99th Ave SE drops down to the shore, and at the entry to the Vue Condominiums.

The shoreline is to be a universally accessible and intuitive space, with universal access and intuitive connections to the Phase 1 park, the Meydenbauer Gateway area, and neighbors.

- Grade is to provide under 5% running slope and 2% cross slope.
- The Bay Connector provides universal access all the way to Main Street.
- The shoreline is to provide ADA accessible parking.
- The existing connection between the Whaling Building and Phase 1 park is reworked to create a wide, intuitive connection between the Phase 1 and Lakeside Promenades.
- Neighbor pedestrian access points are retained, such as the stair access to the Whaler's Cove property.

Provide amenity for non-motorized watercraft (see Marina discussion).

Next Steps:

- Refine turnaround space for anticipated vehicle sizes at each end of the Lakeside Promenade.
- Refine strategy for bollard access for emergency vehicles, maintenance, and infrequent unloading uses.
- Study if unloading areas could also provide space for food trucks during events.
- Verify turning radii, grades, clearances, hard surface loading capacity, and offshore access with emergency services. Determine if and where edge condition needs to be crash rated for emergency vehicular access.
- Complete light-level studies of different lighting strategies to study providing pedestrian safety while balancing effects on upslope and across bay neighbors.
- Refine paving and amenity design.
- Explore public non-motorized boat storage options near the launch beach.
- Further the reimagined Ice House design and programming.
- Further the shade canopy added to the beach house.

For more information refer to the following appendices:

2010 Meydenbauer Bay Park and Land Use Plan (online)
Civil Engineering Considerations and Next Steps
Environmental Considerations
Cultural Resources Report

Seating eddies reinforce points of pause and connection where the Bay Connector walkway and stair connect with the Lakeside Promenade.

Shoreline Edge

The shoreline design is driven by maximizing ecological function. The hard vertical edge created by the 2025 failing bulkhead is the least ecologically beneficial condition; its removal creates an opportunity to provide a softened edge with enhanced ecological performance along Lake Washington. The design is focused on providing habitat for migrating juvenile salmonids, with a focus on Chinook salmon and opportunity to support freshwater mussels. The ideal shoreline conditions for this habitat are gradual slope and a nearshore zone with minimal overwater coverage.

Salmonid habitat slope:

Ideal slope for this habitat is a very gradual slope from above ordinary high-water level to below ordinary low-water level. Slight variations in topography provide important habitat complexity for wildlife, and can be created with vegetation, woody debris, boulders, or other natural elements that do not create a continuous hard edge or create ponds that might strand fish as water recedes. To achieve these slopes, the existing pollution-generating asphalt parking and vertical bulkhead is removed and the lake edge is brought northward as far as possible, limited by the horizontal and vertical alignment of the sewer upgrades completed in 2018. Clean sediment is brought in to create a gradually sloped beach and emergent native-vegetated edge, and to meet existing underwater grade.

Salmonid habitat overwater coverage:

Connected floating overwater coverage creates areas of perceived danger for fish. Reducing and avoiding linear overwater coverage, particularly within the nearshore zone, has been a large driver in strategy for shoreline and marina design, seeking to limit long stretches of floating structure.

Ecological enhancement would not be complete without a robust planting strategy to provide habitat and improve water quality. This design incorporates strategies for in-water, on-water, and upland enhancements.

In-water planting:

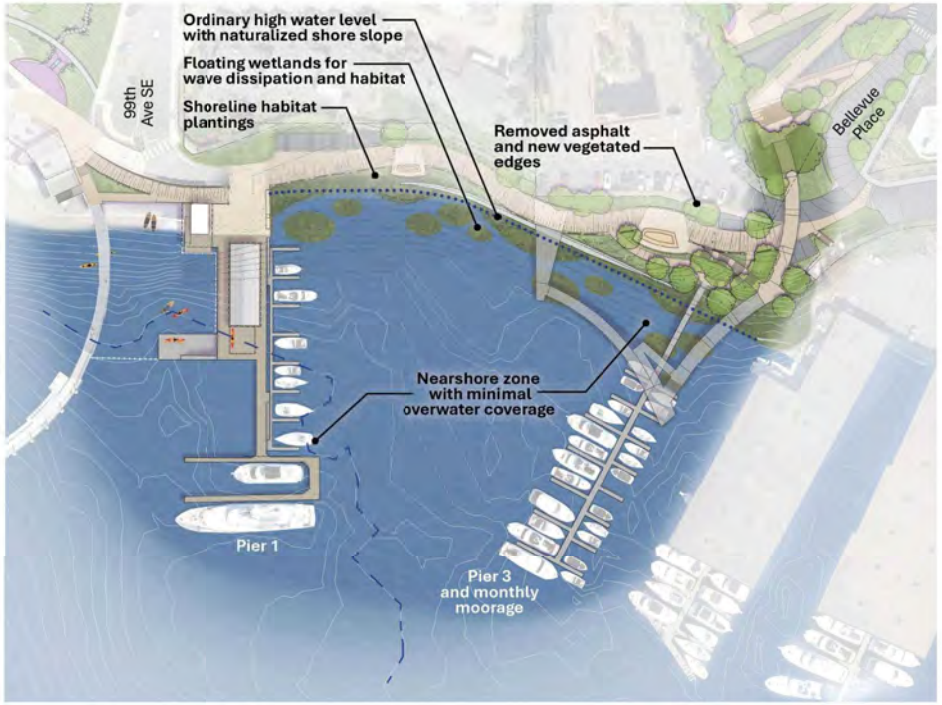
The reverse hydrology of Lake Washington created by USACE water level management is a unique struggle for vegetation that expect inundation in the winter and dryness in the summer but are instead subject to the opposite conditions. If beneficial to plant success, structured variations to topography and diversion of pretreated winter stormwater can provide areas of more seasonally appropriate saturated soils to support vegetation. The existing small stormwater outfalls that pick up parking lot runoff can be reworked as sheet flow with enhanced filter strips for treatment before reaching the lake. Stormwater from 99th Ave SE, 100th Ave SE, and the outfall that travels through the upslope condo properties can be treated and flow dispersed using a level-spreader instead of the existing point flows to encourage plant growth.

On-water planting:

Floating wetlands are suggested to enhance ecological function, provide additional habitat, create wave dissipation, and increase visual interest.

Upland planting:

Native upland planting adjacent to the new emergent lake vegetation reinforces ecological performance and habitat creation. Hardscape is removed to the maximum extent possible, creating a nicer experience for humans and adding ecological benefit.



Key Determinations:
The sewer upgrades done in 2018 are to remain in place to the greatest extent feasible. The co-located power lines and the sewer access structures can be adjusted to grade. The horizontal and vertical alignment of the sewer line provides a guide to grading improvements along the shoreline and marina edge. Protection of the sewer line is critical in design of walls and fill strategies and creates the edge of the shoreline improvements.

The hard vertical edge created by the 2025 failing bulkhead is the least ecologically beneficial condition; its removal creates an opportunity to provide a softened edge with enhanced ecological performance along Lake Washington.

Design Goals:
The shoreline design is driven by maximizing ecological function.

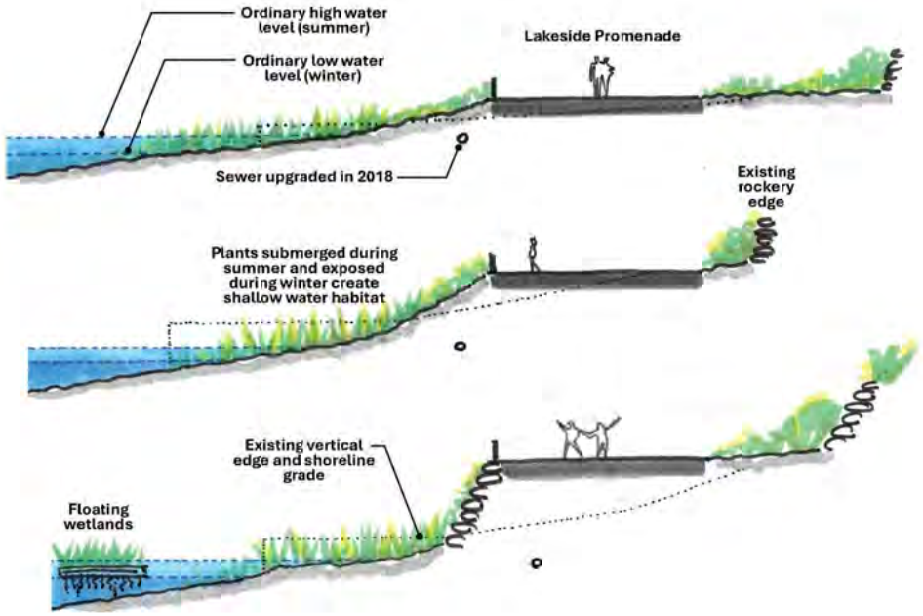
- Hard vertical edges are removed along the lake to the maximum extent feasible, and ordinary high water is brought below any vertical edge.
- A softened, vegetated shoreline is created to enhance habitat for salmonids. Part of this habitat includes encouraging native emergent vegetation and avoiding fish stranding.
- Encourage in-water, on-water, and upslope native vegetation to the maximum extent feasible.

Next Steps:

- Refine tactics for treating stormwater and use it to encourage vegetative growth in the winter months.
- Further refine planting and grading to maximize ecological function.
- Further study floating wetlands including maintenance strategies.

For more information refer to the following appendices:

2010 Meydenbauer Bay Park and Land Use Plan (online)
Civil Engineering Considerations and Next Steps
Environmental Considerations



The above sections illustrate the relationship between existing conditions and proposed conditions, including how ecological function is layered into the site and the sewer line is protected in place.

Marina

The Phasing Report proposed marina balances the Master Plan spirit with current in-water regulations and best practices of environmental stewardship, balancing many competing uses in a small space with many regulations. The following are the aspects balanced in this space:

- Historical character
- Public access to docks
- Boater safety
- Visitor moorage quality
- Leased slip quantity
- Public experience of the bay
- Non-motorized watercraft access
- Shoreline ecology
- Permit feasibility
- Financial viability

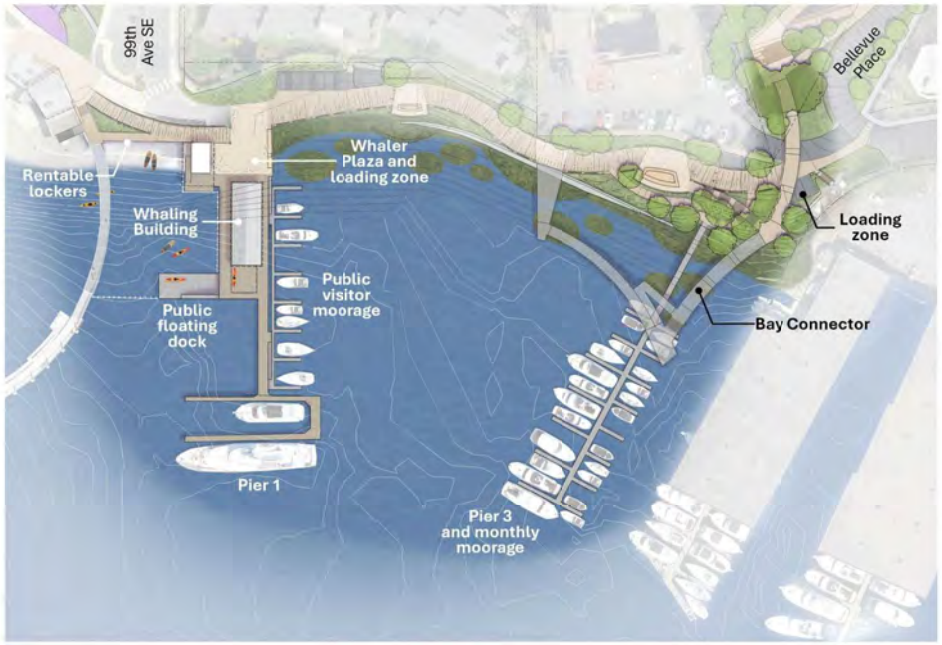
To create a marina that prioritizes public access to docks and views, boater safety, moorage quality, permit feasibility, and safety, the Phasing Report marina removes Pier 2 and reworks Piers 1 and 3 in place.

Pier 1 becomes the public-focused pier. The historic Whaling Building continues to function similarly to today, newly celebrated with a public plaza, while still providing a kayak vendor, restroom, and small public space. Circulation around the Whaling Building is opened to the public and a floating dock is added for launching non-motorized boats. The 14 visitor moorage slips are added to the east side of Pier 1 with public gangways creating a pathway loop. The end of Pier 1 is the deepest of the three existing piers and is fenced and gated to provide for the largest rented moorage. Unloading stalls for these slips are provided at the Whaler Plaza, where a park staff station is proposed at the Ice House location for easier observation of high-use public spaces.

The beach connection is reworked to provide more intuitive access to public launch points, inflators for public use incorporated near the unloading area and floating dock, and kayak lockers integrated by the beach.

The existing Pier 2 is removed to expand views to open water to the maximum extent possible and to provide the most open space between the public pier and monthly moorage at Pier 3. Removing overwater coverage adds benefit for salmonid habitat and ensures a more feasible permitting process.

Pier 3 retains the current function, providing access-controlled marina slips for monthly lease. The pier is rebuilt in place, likely with the roof removed, both tactics used to assist in permitting. This pier houses the majority of monthly rented moorage and any maintenance or city boats. The Bay Connector shares infrastructure with this pier to limit impacts in the nearshore zone, the area with highest ecological importance. Connection to the Lakeside Promenade is modified from the existing condition, meeting proposed grade with a gangway, on-grade ramp, and stair. Three loading parking stalls are provided near the connection, with marina tenant parking off 100th Ave SE (see Parking for more information).



North

0 60' 120' 240'

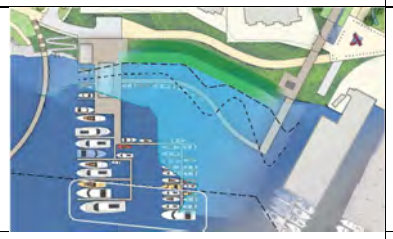
Scale 1"=120' when printed at 11"x17"

The existing marina has 79 rentable slips;
the Master Plan provided 38-48 rentable slips;
the Phasing Report proposal provides 31 rentable slips.

The Phasing Report proposal includes slips of various sizes, with weight toward smaller slips. This reflects the current waitlist for slips and licensure records for boats in the county.

The marina area is tasked with balancing many things as outlined in the Master Plan and emphasized during 2023/2024 engagement. The aspects are as seen in the chart below. Aspects with the largest implications on implementation are ecology, permit feasibility, and slip quantity.

The Master Plan also asked to weigh Financial Viability, acknowledging that more leased slips bring in more revenue for the Parks Department. While revenue is important, this aspect has been determined the least important of the aspects to balance, as financial viability and self-support is not the goal of a public service. Deprioritizing this aspect was found acceptable, and it is not present in the below chart.

CONCEPT		DOES WELL	DOES OKAY	DOES NOT DO WELL	DEAL BREAKERS
MASTER PLAN MARINA: This plan provided 14 visitor slips and 38-48 leased slips. The Master Plan marina, while providing public access and leased slip quantity reasonably well, appears cost infeasible to permit in 2025. In 2025, the most feasible permitting route is to maintain the existing pier footprints in some configuration.		HISTORY	PUBLIC ACCESS TO DOCKS BOATER SAFETY VISITOR MOORAGE QUALITY LEASED SLIP QUANTITY (38-48)	PUBLIC EXPERIENCE OF BAY SUP / KAYAK ACCESS SHORELINE ECOLOGY	PERMIT FEASIBILITY
MAXIMUM SLIP STUDY: This design would provide around 14 visitor slips and 60 leased slips (today there are 79 leased slips). Maintaining all three piers could be more challenging to permit but likely feasible. There are some trade-offs. While more leased slips would be available (benefiting ~30 boat owners), public experience of and connection to the bay would be negatively impacted for all. Boater safety would be lower, with visitor slips close to leased slips, and shoreline ecology would be less enhanced than if there was more open water.*		SUP / KAYAK ACCESS HISTORY VISITOR MOORAGE QUALITY LEASED SLIP QUANTITY (60)	PUBLIC ACCESS TO DOCKS BOATER SAFETY PERMIT FEASIBILITY	PUBLIC EXPERIENCE OF BAY SHORELINE ECOLOGY	
PHASING REPORT PROPOSAL: This recommended design would provide around 14 visitor slips and 31 leased slips. Maintaining two piers achieves the most aspects indicated as important by the Master Plan and 2023/2024 public engagement. This orientation provides the best public experience of the bay, best boater safety, most permit feasibility, and best shoreline ecology. The tradeoff is a reduced quantity of leased slips.		PUBLIC EXPERIENCE OF BAY SUP / KAYAK ACCESS HISTORY BOATER SAFETY SHORELINE ECOLOGY VISITOR MOORAGE QUALITY PERMIT FEASIBILITY	PUBLIC ACCESS TO DOCKS	LEASED SLIP QUANTITY (31)	

* *A note on car parking:*
To meet the code suggested ratio of two boat slips to one parking stall, the maximum slip study would require around 14 more parking stalls for marina tenants than the Phasing Report recommended marina. This is about five parking stalls more than the proposed parking design provides. The parking stall quantity provided for the marina could be decreased as approved by the Director of the City of Bellevue Development Services Department (see Parking section for more information).

Key Determinations:
Aspects of the Master Plan marina configuration are at odds with current understanding of the Planning Principle "Environmental Stewardship" and would be cost infeasible to permit under current regulations, requiring large areas of off-site mitigation that would be an insurmountable budgetary and coordination hardship for the project. The current regulatory realities that shape the design are as follows:

> *The Department of Natural Resources (DNR) Line of Navigability:* This line dictates how far into the lake floating infrastructure can extend. While it is not well defined in this area, DNR staff recommend staying within the length of existing piers, a line the Phase 1 park also abided by. This line effectively removes 10 of the slips shown in the Master Plan.
>
> *The nearshore zone:* The nearshore zone delineates the most ecologically sensitive area for salmonids in this water body and the area with the strictest permitting. The nearshore zone was a major driving factor in the Phase 1 park build out, dictating where the Curvilinear Pier could touch down on water and the location of swimming docks. Permitting for new overwater coverage and piles within the nearshore zone would require large areas of off-site mitigation and create an insurmountable budgetary hardship. One of the biggest things to avoid is a continuous line of overwater coverage, which effectively acts as a perceived block for fish travel between the shoreline and open water. Avoiding a continuous line of overwater coverage within the nearshore zone negates the Master Plan concept for visitor moorage and the associated floating walkway.

The Phasing Report design intent is to balance any nearshore zone impacts with project reduction of overwater coverage (removal of Pier 3 roof, removal of Pier 2), and on-site mitigation (shoreline edge softening, bulkhead removal, gradual slopes for habitat, planting, and asphalt removal). Likely all these aspects would need to be done in the same construction phase for permitting. If additional permitting mitigation credits are needed, there is an abandoned asbestos pipe currently buried in the lake that may be removed; proposed slopes would increase buried depth, and the pipe may be able to remain in place.

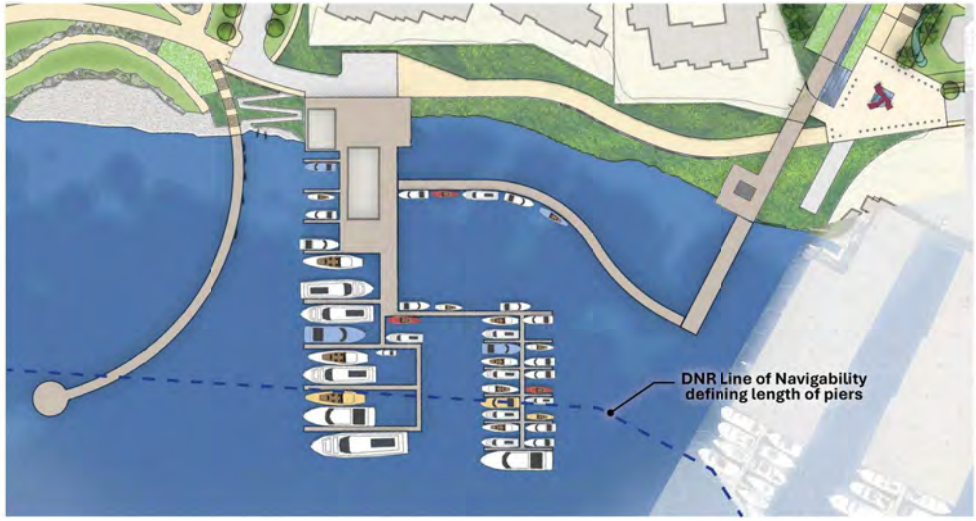
Maximizing ecological function of the shoreline edge for salmonids (see Shoreline Edge discussion) will assist in permitting. This new shoreline topography creates the new location that boats have enough depth for moorage (4' depth for shallow draft; 6' depth for deeper draft).

14 visitor moorage slips, especially if moved to deeper water and reconfigured, appear sufficient for use trends like drop-offs and observed maximum occupancy.

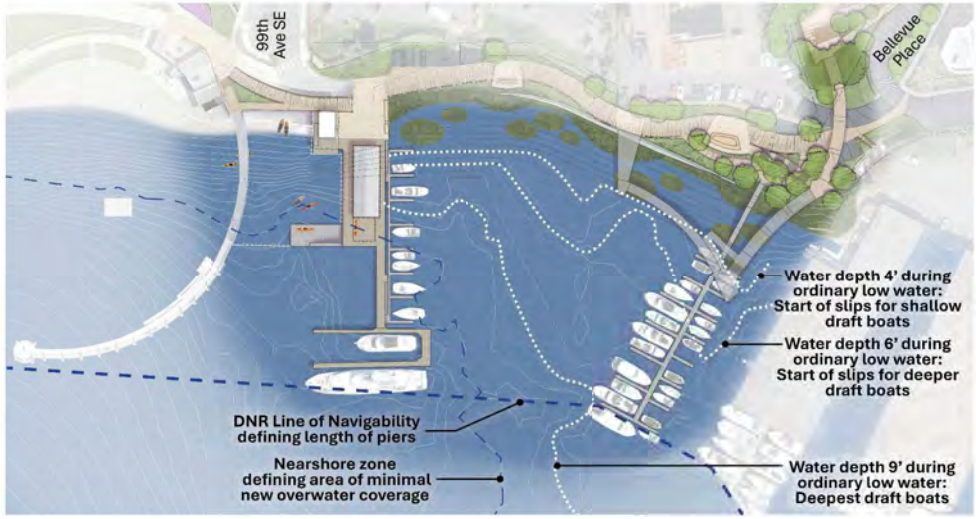
- Maximum Daily Occupancy: The highest number of boats recorded over 2022-2023 was 12 boats. On average, the use was five boats, or around half the pier capacity.
- Use Type: Around 45% of visits were drop-offs/pickups, around 55% long visits (tie-ups).

Existing pier condition:

- Pier 2 and much of Pier 1 was rebuilt in the 1990s due to a snow event.
- Pier 3 is due for a renovation or demo, with piles in poor condition and roofs that have been added piecemeal over the years.
- The visitor moorage is near the end of its intended design life.



The Master Plan overlaid with the DNR Line of Navigability:
10 slips shown in the Master Plan are likely not feasible.



The Phasing Report plan overlaid with the DNR Line of Navigability, nearshore zone, and new moorage depths.
The Phase 1 Curvilinear pier was built within the DNR Line of Navigability; floating coverage was built outside the nearshore zone.

Design Goals:

The marina balances the most inherently conflicting needs of the entire project:

- A remarkable and memorable shoreline experience.
- Provide increased physical water access, balancing all user types.
- Provide increased visual water access.
- Provide a variety of amenities.
- Emphasize pedestrian priority.
- Emphasize economic vitality.
- Respect the historic uses of the site.
- Protect the surrounding neighborhood uses.
- Steward nature and climate change resilience.

The Master Plan strategy for balancing these conflicting needs continues to be the guide in this Phasing Report, followed by maximizing rentable slips to the extent feasible.

- Create more publicly accessible on-water space.
- Provide 14+ visitor moorage slips.
- Provide intuitive and safe non-motorized boating access.
- Increase visual access to the water.
- Emphasize boater safety.

Next Steps:

- Design and document new piers with needed electrical and other infrastructure.
- Hold additional conversations with Department of Natural Resource staff to define the location of the Navigation Line and include this documentation in a site survey.
- Coordinate with federal, state, and local permitting agencies to reconfirm permitting requirements of the day, including reconfirming the location of the nearshore zone in current regulations and assessing design implications.
- Assess structures for feasibility of reuse.
- Explore integrating public non-motorized boat storage and amenity in the near term.

For more information refer to the following appendices:

2010 Meydenbauer Bay Park and Land Use Plan (online)
Environmental Considerations
Marina Reconfiguration Memo
Summer 2023 - Winter 2024 Outreach Summary

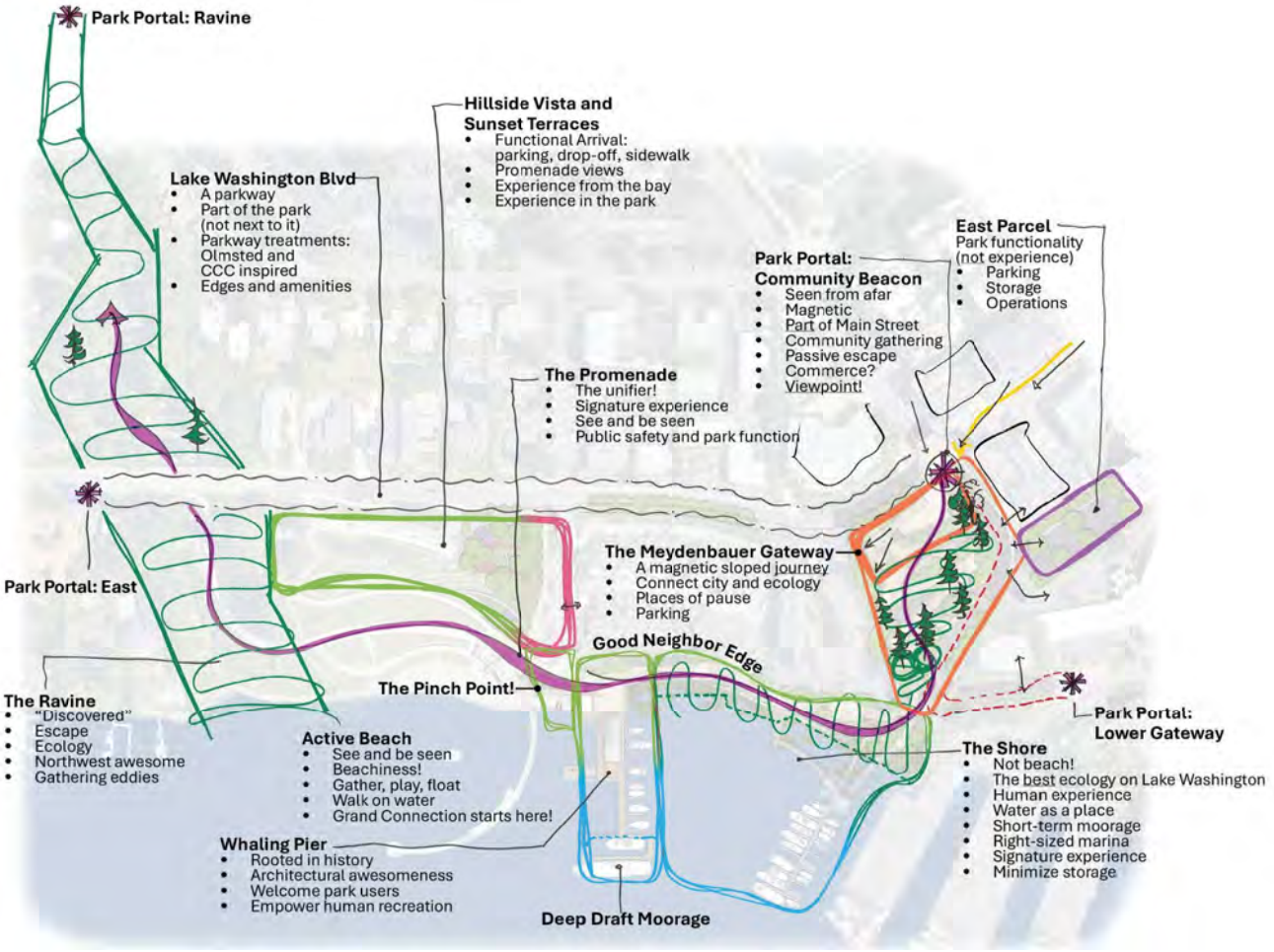
4: Sitewide Considerations

Beyond the specific areas of the site, there are overarching uses and functionalities that shape park experience and its path to realization. The entire park works as a unified whole, a system of experience and amenity, topography, and parking that will require inter-departmental partnerships and phasing to implement.

Experience and Amenity

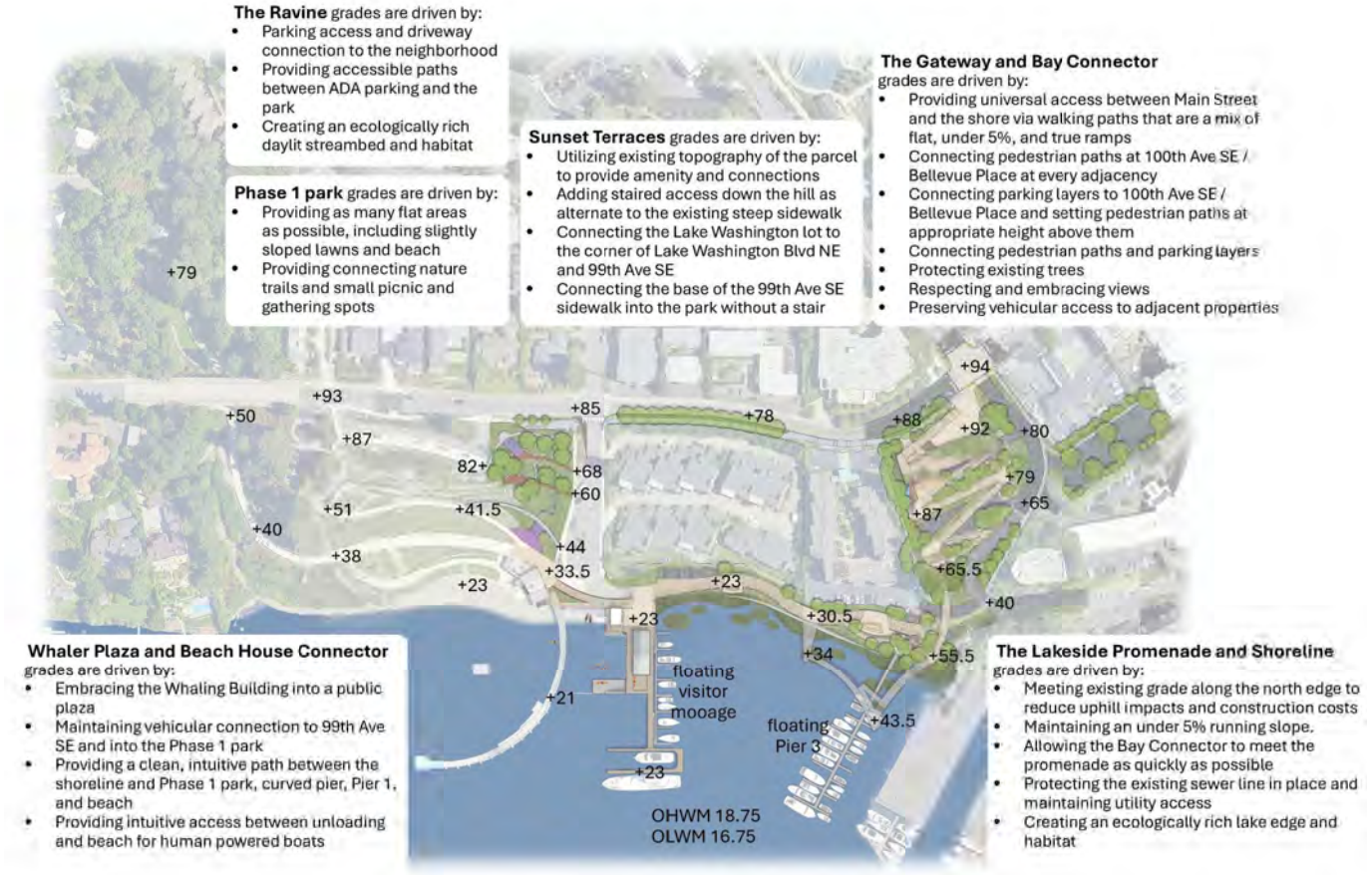
The design is driven by creating a sequence of connected, powerful and memorable human experiences for those who visit the park. Experiences are provided at a range of scales, from “I want to go there!” elements seen from afar that draw visitors into the park, to smaller scale tactile elements that are discovered while exploring the park, perhaps over several visits. The design intuitively draws people to and through the entire park.

The promenade is the ultimate unifier, creating a signature experience punctuated by amenity and places of pause to gather, connect to nature, and enjoy the view.



Topography

The steep slopes of the park present the greatest challenges and opportunities for experience, access, and construction. The design seeks to maximize reliable universal accessibility, connection points, and views. The adjacent diagram provides design elevations at key connections and junctions, and summaries of design goals driving grades, to help guide future documentation processes.



Parking

Parking supply was a contentious issue during public engagement, with opinion split between deprioritizing parking and prioritizing increasing parking in the park. To this end, parking was carefully studied to understand current use patterns as well as existing and future needs. Parking was evaluated as a site-wide resource. Certain areas of the park are more suited to providing parking due to geometry, slope, and location; these considerations are seen throughout the design.

Existing Parking:

There are small and large parking areas in the existing park. The smaller lots are easy to find but finding the larger lots is not intuitive, creating a perception of a stall deficit.

The easy-to-find parking is along Lake Washington Blvd NE and 99th Ave SE, where a small number of stalls are provided. The larger parking areas are the Ravine Lot, the entry for which is far north of the park, and the Shoreline Lot, which is unclear that it is for park use. Based on hourly parking data collected between 2019 and 2024, both of these larger lots are underused, with the Shoreline Lot the most underutilized.

The Phasing Report build out of the Meydenbauer Gateway and East Parcel is partly guided by the need for intuitive parking and vehicular circulation.

Proposed Parking:

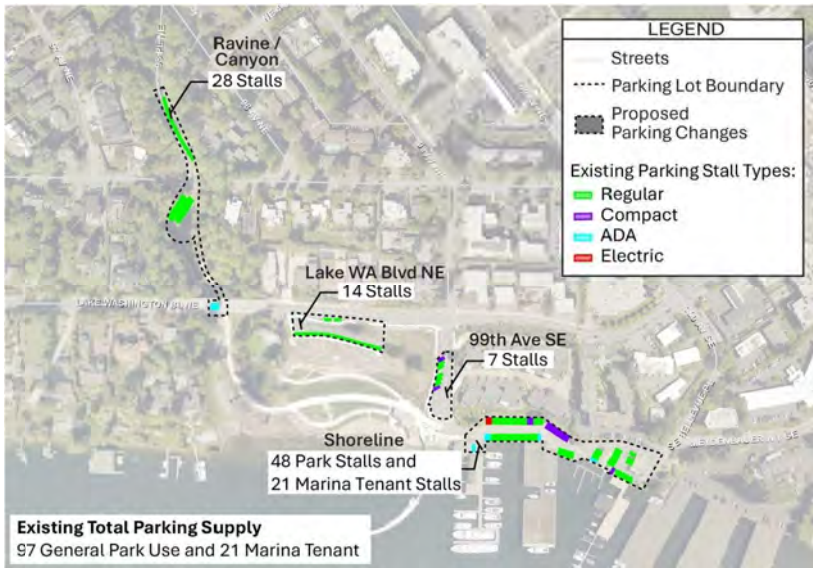
Parking quantity proposed with this Phasing Report is based on three things:

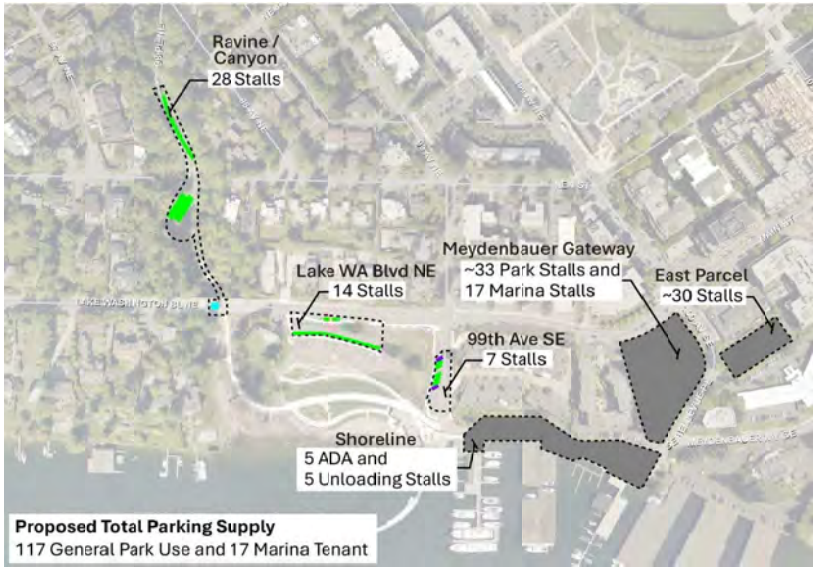
1. Utilization of existing parking.
2. Codes guiding parking quantities for select uses.
3. Anticipated demand of parking for proposed new park amenities (see next page for more information).

The Shoreline Lot will be removed, replaced, and bolstered by parking at the Meydenbauer Gateway and East Parcel and small areas of parking at the shoreline. This Phasing Report process has found that the new parking areas need to provide at least 76 parking stalls to support Phase 1 utilization and expanded park demand. The Phasing Report build out provides approximately 80 stalls and 5 unloading stalls.

All anticipated parking demand can be accommodated between the shoreline and off 100th Ave SE. When paired with the public deprioritizing an activity building off 99th Ave SE, the high cost and high carbon footprint of building additional parking off 99th Ave SE was deprioritized in the 2025 proposed phasing (see Sunset Terraces: 99th Ave SE Corner for more information).

Convenience to amenity spaces is a consideration, however the site's slope makes wheeled access (for instance use of carts for day use at the beach) challenging. The path from the Ravine lot to the beach is 925 linear sloping feet; from Meydenbauer Gateway parking to the beach is 1625 linear sloping feet or 1100 linear feet utilizing stairs; a 99th Ave SE parking garage would likely need 1000 linear sloping feet or 350 linear feet utilizing stairs. Acknowledging the inherent issues with cart/wheeled access to this park, unloading areas are placed at the base of the hill at the end of 99th Ave SE, and either end of the lakeside promenade.





Parking quantity proposed with this Phasing Report is based on three things:

1. Utilization of existing parking.
2. Codes guiding parking quantities for select uses.
3. Anticipated parking demand for proposed new park amenities.

Utilization of Existing Parking

Parking use has been studied between 2019 and 2024, primarily utilizing hourly data collected daily from approximately Memorial Day to Labor Day and roughly between the hours of 9 AM to 5 PM. This data shows that while on atypical days such as Fourth of July or Seafair parking is over capacity, on average existing parking is less than half utilized. The Shoreline Lot is the most underused and the Ravine Lot is the second most underused.

The team looked to provide parking for a typical sunny summer evening in the park. To do so, a few parameters were used to determine the quantity of parking needed for the Phase 1 park:

- Use peak hour (5 PM) data, when the park tends to have more use. This reflects higher use times on summer weekdays and weekends.
- Use data from higher-use years in the study period.
- Provide for above average use to account for nicer weather.
- Separate Marina Tenant parking from parking for general park use.

Taking into account all existing parking areas, there are 30 underutilized general park use stalls during above average use at 5 PM (for more information refer to the appendix document "Historical Parking Observations").

Codes Guiding Parking Quantities for Selected Uses

The only amenity in the park that has an associated parking code is the monthly marina moorage. Land Use Code calls for 1 parking stall per 2 slips (City of Bellevue Land Use Code 20.20.590). This can be reduced as approved by the Director of the City of Bellevue Development Services Department. The current marina provides closer to 1 parking stall per 3.75 slips. Based on the proposed 31 monthly moorage slips and a 1 parking stall : 2 slip ratio, 16 marina tenant parking stalls are needed for the proposed marina. An additional 1 parking stall is provided for the 14 visitor slips, anticipating infrequent car needs.

Anticipated Demand of Parking for Proposed Park Amenities

For all amenity areas proposed in the expanded park, anticipated typical demand during peak-use summer months was calculated. Calculations were based on how many people are expected to occupy the space at a moment in time, and how many people per car would be expected based on activity. Event parking will be handled similarly to how it is handled in 2025, with requirements for off-site parking plans. PM (for more information refer to the appendix document "Traffic Site Access and Parking Demand Analysis ").

This parking demand may go down as bicycle infrastructure to the park is improved and if transit connections are enhanced. Parking for Old Bellevue or Downtown Park was not included or calculated. Parking demand was calculated for the following:

- The new marina.
- Meydenbauer Gateway and Lakeside Promenade, including a potential vendor kiosk, plaza, paths, and flexible use spaces.
- Sunset Terraces (99th Ave SE park corner) seating spaces and paths.

Parking Quantity Needed	
Description	*Stalls needed during summer months*
Utilization of Existing Parking: Existing stalls underused in today's park	
Underused stalls: general park use and ADA stalls during above average parking use	-30
Codes Guiding Parking Quantities: Stalls needed for new marina	
Monthly moorage and visitor moorage	17
Anticipated Demand for Proposed Park Amenities: Stalls needed for new park amenities	
Gateway, Bay Connector, and Lakeside Promenade, including a potential vendor kiosk, plaza, paths, and flexible use spaces	36
99th Ave SE corner seating spaces and paths	5
Areas of Stall Reduction	
Existing shoreline parking stalls for general park use and ADA	48
Total needed:	**76 stalls minimum**

Parking Quantity Provided in New Design	
Stalls to be provided along shoreline:	5 ADA stalls (and 5 unloading stalls)
Stalls to be provided off 100th Ave SE:	~80 stalls
Total provided:	**85 stalls (and 5 unloading)**

Summary of Parking and Circulation Changes:

The summary of parking and circulation changes by area of the park can be seen in the below chart. Based on current and future traffic studies, the build out of the park is expected to have minor impacts on traffic patterns within the vicinity of Meydenbauer Bay Park. The primary reason for observed vehicular delays during peak traffic is downstream friction on Main Street such as cars parallel parking, pedestrians crossing the street and the back up at the signal at Bellevue Way. These delays are beyond the scope of this project. The largest potential change is the operation of the intersection at Main St, 100th Ave SE/NE, and Lake Washington Blvd NE. This intersection is identified as an Exceptional Intersection as part of the Downtown Transportation Plan and as part of the Grand Connection. Refer to the "Areas of the Park" section for more information.

Area of Site	*Proposed Parking Quantity Change*	*Anticipated Trip (Circulation) Change*
Ravine Lot	No change	No change
99th Ave SE	No change (unless activity building is added in future)	Decrease (unless activity building is added in future)
Lake Washington Blvd NE Lot and street parking	-6 on street parking: Separate project removing street parking to create interim bicycle improvements, not replaced	No change
Shoreline Lot	-59: 48 general use and 21 marina stalls removed.10 ADA and unloading stalls implemented.	Decrease: No longer open to general vehicular traffic. Minimal unloading and ADA stalls accessed from 99th Ave SE and 100th Ave SE.
Gateway and East Parcel	+80: 63 general park use and 17 marina stalls. Quantity of ADA stalls to be calculated during construction documentation.	Increase: An approximate quantity of 35 more parking stalls than 2025's condition will be accessed off 100th Ave SE. This is within the capacity of current intersection infrastructure.
Bellevue Place / Meydenbauer Way SE	No change	Decrease or no change

Ravine Lot: The Ravine Lot is one of the most underutilized parking areas in the park, due to the fact that it's not visible from Lake Washington Blvd NE. Signage to this lot is confusing; at 99th Ave SE/NE, out of necessity, signage points *away* from the park and has a driver turn north just as the inviting park vista opens to the south.

From the Meydenbauer Gateway parking area, it may be most intuitive to have signage directing to continue along 100th Ave NE, turn left on NE 1st St, then utilize existing signage to the Ravine Lot. Currently the entry to the Ravine Lot is asphalt with a gate. An enhanced park portal to the Ravine Lot is recommended to emphasize it as a major park entry point. This can be achieved by installing park plinths at the driveway entry similar to those recommended along the Lake Washington Blvd NE park frontage and along the Lakeside Promenade.

99th Ave SE: 99th Ave SE will continue to be the primary access for Pier 1 and the beach. 99th Ave SE remains as it was modified during Phase 1 park construction, but the adjacent corner of the park will evolve. Based on 2023/2024 community input, modest park amenity improvements are proposed. Because shoreline parking will be reduced, 99th Ave SE will receive less traffic than it does in the 2025 condition.

Parking needs for the Phasing Report proposal can be met off 100th Ave SE. If an amenity building as suggested in the Master Plan is added later, parking requirements will be reassessed at that time. If parking is added off 99th Ave SE some of the existing street parking would be removed and traffic studies should be performed to determine impacts to the 99th Ave SE/Lake Washington Blvd NE intersection.

Lake Washington Blvd NE Lot and street parking: No changes are proposed to the quantity of parking at the parking lot; enhanced pedestrian connections to the street and park are proposed to the south end of the lot. Street parking is being removed by a separate project that is creating interim bicycle improvements.

Shoreline Lot: The park plan removes most of the parking from the shoreline, which is currently the most underused parking area in the park. This lot currently has 48 general use and ADA stalls and 21 marina tenant stalls. The full build out of the park instead has 10 ADA and unloading stalls at the shoreline, and marina tenant stalls provided upland off 100th Ave SE. The balance of parking required for Phase 1 park demand is also provided off 100th Ave SE.

Vehicular traffic currently can travel through the Shoreline Lot during most hours, though sometimes constricted by a closed gate bisecting the lot. New vehicular flow will be similarly split, with about 7 ADA or unloading stalls accessed off 99th Ave SE and about three unloading stalls accessed off 100th Ave SE. The area between the two parking zones will be bollard-restricted access only, for maintenance, emergency, and coordinated large unloading needs; otherwise, the shoreline will be for pedestrian and bicyclist use.

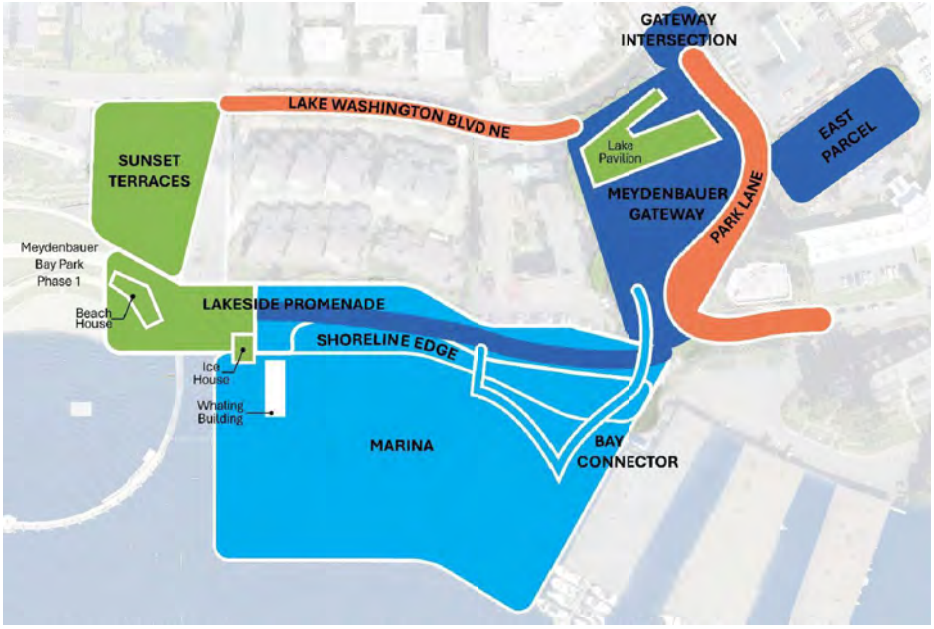
100th Ave SE, Meydenbauer Gateway, and East Parcel: The Phasing Report build out provides around 80 parking stalls (including marina tenant and ADA stalls) off 100th Ave SE, with around 50 stalls provided on the Gateway site and around 30 stalls provided on the East Parcel.

Parking access off 100th Ave SE creates intuitive access to a large quantity of parking. The existing traffic light at the intersection of Lake Washington Blvd NE, Main St, and 100th Ave SE is used to create an intuitive all-turns-possible decision point and main park entry. When compared to alternatives, utilizing the existing traffic light had the added benefit of reducing traffic impacts to the already traffic-heavy Lake Washington Blvd NE and Main Street. Traffic studies indicated the proposed change in trips on 100th Ave SE is within the capacity of the existing intersection without needing an additional traffic lane, allowing 100th Ave SE to remain a narrow street. To make the most intuitive parking access to and from the park possible, 100th Ave SE remains open to two-way traffic, with one lane in each direction, similar to how it is today.

Phasing

Phasing is critical to project success, allowing work to match available budgets, create minimal impact to the existing park and neighborhood, and preserve park amenity throughout the process. Implemented design may not look just like the Phasing Report visuals. The Phasing Report process focused on verifying the framework and feasibility of spaces and amenities in the Master Plan. Future contracts will further this work, refining details such as grading and materiality and meeting budgets, while keeping the spirit of design in place. Evolution of spaces and shapes is expected as part of this process. Throughout the phased implementation the public will remain informed and engaged on schedule, process, and impacts.

There are many possible ways of phasing the full expansion. The phasing proposed here responds to budgets, elements prioritized during public engagement, and constructability realities such as parking demand, permitting, and access. This phasing considered permitting realities that will need to be vetted and furthered in future phases of work. The Gateway is proposed to be the main area of focus for Phase 2 of Meydenbauer Bay Park, with additional amenity and phases brought online as partnerships and budgets become available.



Phase 2 (the next phase): The Gateway and Gateway Intersection

The Meydenbauer Gateway site is the focus of this phase, creating a firm anchor to Main Street and turning point for the Grand Connection vision, more intuitive vehicular circulation, and pedestrian-centric spaces. While the full build out is focused on true ADA accessibility to the shoreline, this phasing provides stair access with ADA parking at the shoreline. This phase includes the following:

- Gateway site, including canopy walk and adjacent frontage improvements, with stair access to the shoreline. Bay Connector, Lake Pavilion, and Park Lane to be in later phase.
- Gateway Intersection
- Parcel east of 100th Ave SE developed for parking, potentially as informal parking lot in interim phase
- Interim Lakeside Promenade removing existing parking, adding modular seating and planter walls or modular planters and planting. Asphalt to remain, utilized for permitting credits in shoreline phase.

Note:

- This phase provides non-universal access between the Meydenbauer Gateway and shoreline
- Aging infrastructure is removed from the parcels off 100th Ave SE in this phase.
- Pier 3, visitor moorage, the Ice House, and shoreline duplexes are aging infrastructure that may need to be closed to use before Phase 3 comes online.
    - The shoreline duplexes can be used as the Ranger station in their interim state and demolished in Phase 3.
    - If closed, Pier 3 and visitor moorage will need to remain in place for Phase 3 permitting credits.

Phase 3: In-water and Shoreline Edge

This phase is focused on complicated in-water and shoreline work and finishes the ADA accessibility to the shoreline begun in Phase 2. This phase includes the following:

- Formal build out of the Lakeside Promenade
- Shoreline Edge, including removing bulkhead
- Marina work
- Bay Connector and grand stair

Add-ons or Standalone Phases:

As funding is available, add the following to Phase 2 or 3 or provide as standalone phases:

- The Lake Pavilion (on Meydenbauer Gateway site)
- The Ice House, Phase 1 Connection, and Beach House
- The Sunset Terraces (99th Ave SE park corner)

Contingent on Inter-departmental Collaboration:

As partnerships are available with Utilities and Transportation:

- Lake Washington Blvd NE
- Park Lane: 100th Ave SE / Bellevue Place
    - The Meydenbauer Gateway design, parking layer connections, and frontage work will be done to allow this right of way work if schedules are not able to coincide.

Far Future Phases:

Areas deprioritized during 2023/2024 engagement but indicated by the Master Plan.

- 99th Ave SE activity building. Study and price as future effort if need arises in the community.

Bellevue Parks &
Community Services